

## Appendix D

### Traffic

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Table E-1  
2023 Existing Conditions Level of Service Analysis

| Approach                                                    |            | Weekday AM   |           |             |     | Weekday PM   |           |             |     | Saturday Midday |           |             |     |
|-------------------------------------------------------------|------------|--------------|-----------|-------------|-----|--------------|-----------|-------------|-----|-----------------|-----------|-------------|-----|
|                                                             |            | Lane Group   | v/c Ratio | Delay (sec) | LOS | Lane Group   | v/c Ratio | Delay (sec) | LOS | Lane Group      | v/c Ratio | Delay (sec) | LOS |
| 1: Barger Street & US Route 6 (Signalized)                  |            |              |           |             |     |              |           |             |     |                 |           |             |     |
| US Route 6                                                  | Eastbound  | L            | 0.03      | 9.7         | A   | L            | 0.02      | 10.2        | B   | L               | 0.15      | 11.9        | B   |
|                                                             |            | TR           | 0.83      | 26.2        | C   | TR           | 0.94      | 41.7        | D   | TR              | 0.79      | 27.4        | C   |
|                                                             | Westbound  | L            | 0.70      | 39.3        | D   | L            | 0.81      | 45.8        | D   | L               | 0.73      | 37.3        | D   |
|                                                             |            | TR           | 0.29      | 12.2        | B   | TR           | 0.62      | 19.3        | B   | TR              | 0.63      | 19.8        | B   |
| Barger Street                                               | Northbound | LT           | 0.67      | 53.6        | D   | LT           | 1.03      | 90.6        | F   | LT              | 0.80      | 53.1        | D   |
|                                                             |            | R            | 0.46      | 9.2         | A   | R            | 0.53      | 11.6        | B   | R               | 0.50      | 6.9         | A   |
|                                                             | Southbound | L            | 0.34      | 37.0        | D   | L            | 0.31      | 33.3        | C   | L               | 0.26      | 31.5        | C   |
|                                                             |            | TR           | 0.24      | 24.4        | C   | TR           | 0.16      | 14.7        | B   | TR              | 0.15      | 16.9        | B   |
|                                                             |            | Intersection |           | 24.1        | C   | Intersection |           | 36.1        | D   | Intersection    |           | 25.2        | C   |
| 2: Taconic State Parkway SB Ramps & US Route 6 (Signalized) |            |              |           |             |     |              |           |             |     |                 |           |             |     |
| US Route 6                                                  | Eastbound  | T            | 0.39      | 7.8         | A   | T            | 0.47      | 8.0         | A   | T               | 0.43      | 4.6         | A   |
|                                                             |            | R            | 0.37      | 0.6         | A   | R            | 0.14      | 0.1         | A   | R               | 0.17      | 0.2         | A   |
|                                                             | Westbound  | T            | 0.30      | 3.8         | A   | T            | 0.47      | 4.6         | A   | T               | 0.48      | 3.6         | A   |
|                                                             |            | R            | 0.65      | 4.0         | A   | R            | 0.32      | 1.5         | A   | R               | 0.36      | 1.0         | A   |
| Taconic State Parkway SB Ramps                              | Southbound | L            | 0.62      | 48.1        | D   | L            | 0.47      | 46.2        | D   | L               | 0.49      | 47.2        | D   |
|                                                             |            | R            | 0.60      | 16.3        | B   | R            | 0.56      | 34.0        | C   | R               | 0.51      | 35.6        | D   |
|                                                             |            | Intersection |           | 6.9         | A   | Intersection |           | 7.1         | A   | Intersection    |           | 5.2         | A   |
| 3: Taconic State Parkway NB Ramps & US Route 6 (Signalized) |            |              |           |             |     |              |           |             |     |                 |           |             |     |
| US Route 6                                                  | Eastbound  | T            | 0.45      | 8.3         | A   | T            | 0.68      | 25.1        | C   | T               | 0.56      | 13.7        | B   |
|                                                             |            | R            | 0.09      | 1.3         | A   | R            | 0.24      | 6.9         | A   | R               | 0.14      | 2.9         | A   |
|                                                             | Westbound  | L            | 0.10      | 2.7         | A   | L            | 0.26      | 6.3         | A   | L               | 0.22      | 4.3         | A   |
|                                                             |            | T            | 0.55      | 4.1         | A   | T            | 0.57      | 8.1         | A   | T               | 0.60      | 6.0         | A   |
| Taconic State Parkway NB Ramps                              | Northbound | L            | 0.44      | 46.8        | D   | L            | 0.73      | 47.4        | D   | L               | 0.59      | 47.9        | D   |
|                                                             |            | R            | 0.52      | 35.2        | D   | R            | 0.79      | 28.8        | C   | R               | 0.63      | 30.0        | C   |
|                                                             |            | Intersection |           | 9.3         | A   | Intersection |           | 19.8        | B   | Intersection    |           | 13.3        | B   |
| 4: E Main Street & US Route 6 (Unsignalized)                |            |              |           |             |     |              |           |             |     |                 |           |             |     |
| US Route 6                                                  | Eastbound  | L            | 0.61      | 20.8        | C   | L            | 1.10      | 96.4        | F   | L               | 0.77      | 33.0        | D   |
|                                                             |            | TR           | -         | -           | -   | TR           | -         | -           | -   | TR              | -         | -           | -   |
|                                                             | Westbound  | L            | 0.02      | 11.0        | B   | L            | 0.01      | 13.0        | B   | L               | 0.00      | 11.8        | B   |
|                                                             |            | TR           | -         | -           | -   | TR           | -         | -           | -   | TR              | -         | -           | -   |
| E Main Street                                               | Northbound | LTR          | -         | -           | -   | LTR          | -         | -           | -   | LTR             | -         | -           | -   |
|                                                             | Southbound | LTR          | 1.69      | 354.9       | F   | LTR          | -         | -           | -   | LTR             | 1.45      | 256.1       | F   |
| 5: E Main Street & Old Route 6 (Unsignalized)               |            |              |           |             |     |              |           |             |     |                 |           |             |     |
| Old Route 6                                                 | Eastbound  | TR           | 0.00      | 8.3         | A   | TR           | 0.02      | 8.4         | A   | TR              | 0.02      | 8.4         | A   |
| E Main Street                                               | Westbound  | LT           | -         | -           | -   | LT           | -         | -           | -   | LT              | -         | -           | -   |
|                                                             | Northbound | LR           | -         | -           | -   | LR           | -         | -           | -   | LR              | -         | -           | -   |

Table E-1 (cont'd)  
2023 Existing Conditions Level of Service Analysis

| Approach                                                                                                                            |            | Weekday AM   |           |             |     | Weekday PM   |           |             |     | Saturday Midday |           |             |     |
|-------------------------------------------------------------------------------------------------------------------------------------|------------|--------------|-----------|-------------|-----|--------------|-----------|-------------|-----|-----------------|-----------|-------------|-----|
|                                                                                                                                     |            | Lane Group   | v/c Ratio | Delay (sec) | LOS | Lane Group   | v/c Ratio | Delay (sec) | LOS | Lane Group      | v/c Ratio | Delay (sec) | LOS |
| 6: Lee Boulevard / Lee Road & US Route 6 (Signalized)                                                                               |            |              |           |             |     |              |           |             |     |                 |           |             |     |
| US Route 6                                                                                                                          | Eastbound  | L            | 0.40      | 15.2        | B   | L            | 0.69      | 29.1        | C   | L               | 0.73      | 34.4        | C   |
|                                                                                                                                     |            | T            | 0.47      | 16.0        | B   | T            | 0.64      | 26.3        | C   | T               | 0.48      | 25.2        | C   |
|                                                                                                                                     |            | R            | 0.23      | 3.6         | A   | R            | 0.44      | 4.4         | A   | R               | 0.61      | 5.2         | A   |
|                                                                                                                                     | Westbound  | L            | 0.01      | 11.5        | B   | L            | 0.12      | 15.8        | B   | L               | 0.11      | 16.5        | B   |
|                                                                                                                                     |            | TR           | 0.77      | 29.3        | C   | TR           | 0.83      | 39.0        | D   | TR              | 0.84      | 42.2        | D   |
| Lee Boulevard / Lee Road                                                                                                            | Northbound | L            | 0.38      | 34.7        | C   | L            | 0.60      | 39.5        | D   | L               | 0.72      | 44.3        | D   |
|                                                                                                                                     |            | TR           | 0.36      | 36.1        | D   | TR           | 0.65      | 44.5        | D   | TR              | 0.62      | 40.9        | D   |
|                                                                                                                                     | Southbound | L            | 0.24      | 34.2        | C   | L            | 0.35      | 40.1        | D   | L               | 0.30      | 38.6        | D   |
|                                                                                                                                     |            | T            | 0.34      | 35.7        | D   | T            | 0.52      | 44.0        | D   | T               | 0.67      | 48.8        | D   |
|                                                                                                                                     |            | R            | 0.62      | 12.2        | B   | R            | 0.57      | 11.2        | B   | R               | 0.76      | 25.0        | C   |
|                                                                                                                                     |            | Intersection |           | 22.1        | C   | Intersection |           | 29.3        | C   | Intersection    |           | 31.0        | C   |
| 7: Lee Boulevard / Lee Road & E Main Street (Unsignalized)                                                                          |            |              |           |             |     |              |           |             |     |                 |           |             |     |
| E Main Street                                                                                                                       | Eastbound  | TR           | -         | -           | -   | TR           | -         | -           | -   | TR              | -         | -           | -   |
|                                                                                                                                     | Westbound  | LT           | 0.11      | 8.4         | A   | LT           | 0.12      | 9.1         | A   | LT              | 0.12      | 8.5         | A   |
| Lee Boulevard / Lee Road                                                                                                            | Northbound | LR           | 0.16      | 13.6        | B   | LR           | 0.53      | 20.6        | C   | LR              | 0.54      | 18.8        | C   |
| 8: Hill Boulevard & US Route 6 (Signalized)                                                                                         |            |              |           |             |     |              |           |             |     |                 |           |             |     |
| US Route 6                                                                                                                          | Eastbound  | L            | 0.05      | 10.0        | A   | L            | 0.27      | 13.5        | B   | L               | 0.24      | 13.7        | B   |
|                                                                                                                                     |            | TR           | 0.48      | 19.7        | B   | TR           | 0.85      | 32.8        | C   | TR              | 0.71      | 27.2        | C   |
|                                                                                                                                     | Westbound  | L            | 0.13      | 10.2        | B   | L            | 0.44      | 17.1        | B   | L               | 0.42      | 16.0        | B   |
|                                                                                                                                     |            | TR           | 0.41      | 13.4        | B   | TR           | 0.54      | 22.2        | C   | TR              | 0.56      | 22.9        | C   |
| Hill Boulevard                                                                                                                      | Northbound | L            | 0.27      | 33.1        | C   | L            | 0.34      | 38.4        | D   | L               | 0.42      | 40.0        | D   |
|                                                                                                                                     |            | T            | 0.15      | 31.5        | C   | T            | 0.55      | 44.1        | D   | T               | 0.42      | 39.7        | D   |
|                                                                                                                                     |            | R            | 0.22      | 3.6         | A   | R            | 0.29      | 4.6         | A   | R               | 0.47      | 5.3         | A   |
|                                                                                                                                     | Southbound | L            | 0.05      | 28.9        | C   | L            | 0.19      | 35.6        | D   | L               | 0.13      | 31.2        | C   |
| TR                                                                                                                                  |            | 0.40         | 28.5      | C           | TR  | 0.65         | 34.3      | C           | TR  | 0.69            | 35.8      | D           |     |
|                                                                                                                                     |            | Intersection |           | 17.0        | B   | Intersection |           | 27.6        | C   | Intersection    |           | 24.2        | C   |
| 9: Hill Boulevard/Old Jefferson Valley Road & E Main Street (Unsignalized)                                                          |            |              |           |             |     |              |           |             |     |                 |           |             |     |
| E Main Street                                                                                                                       | Eastbound  | LTR          | -         | 0.0         | A   | LTR          | -         | 0.0         | A   | LTR             | -         | 0.0         | A   |
|                                                                                                                                     | Westbound  | LTR          | 0.06      | 7.9         | A   | LTR          | 0.06      | 9.2         | A   | LTR             | 0.06      | 8.4         | A   |
| Hill Boulevard/Old Jefferson Valley Road                                                                                            | Northbound | LTR          | 0.06      | 12.1        | B   | LTR          | 0.48      | 24.6        | C   | LTR             | 0.49      | 22.1        | C   |
|                                                                                                                                     | Southbound | LTR          | -         | 0.0         | A   | LTR          | -         | 0.0         | A   | LTR             | -         | 0.0         | A   |
| <b>Notes:</b><br>v/c = volume to capacity, LOS = Level of Service<br>L = Left Turn, T = Through, R = Right Turn<br>= LOS E, = LOS F |            |              |           |             |     |              |           |             |     |                 |           |             |     |

Table E-2  
2026 No Action Conditions Level of Service Analysis

| Approach                                                    |            | Weekday AM   |           |             |     | Weekday PM   |           |             |     | Saturday Midday |           |             |     |
|-------------------------------------------------------------|------------|--------------|-----------|-------------|-----|--------------|-----------|-------------|-----|-----------------|-----------|-------------|-----|
|                                                             |            | Lane Group   | v/c Ratio | Delay (sec) | LOS | Lane Group   | v/c Ratio | Delay (sec) | LOS | Lane Group      | v/c Ratio | Delay (sec) | LOS |
| 1: Barger Street & US Route 6 (Signalized)                  |            |              |           |             |     |              |           |             |     |                 |           |             |     |
| US Route 6                                                  | Eastbound  | L            | 0.03      | 10.7        | B   | L            | 0.02      | 9.8         | A   | L               | 0.17      | 14.0        | B   |
|                                                             |            | TR           | 0.90      | 32.1        | C   | TR           | 0.98      | 49.2        | D   | TR              | 0.86      | 31.2        | C   |
|                                                             | Westbound  | L            | 0.72      | 39.9        | D   | L            | 0.84      | 47.6        | D   | L               | 0.77      | 38.6        | D   |
|                                                             |            | TR           | 0.31      | 12.2        | B   | TR           | 0.64      | 18.2        | B   | TR              | 0.67      | 21.6        | C   |
| Barger Street                                               | Northbound | LT           | 0.69      | 52.1        | D   | LT           | 1.13      | 121.2       | F   | LT              | 0.82      | 54.7        | D   |
|                                                             |            | R            | 0.49      | 8.5         | A   | R            | 0.59      | 13.4        | B   | R               | 0.52      | 6.8         | A   |
|                                                             | Southbound | L            | 0.31      | 34.5        | C   | L            | 0.38      | 37.5        | D   | L               | 0.27      | 31.4        | C   |
|                                                             |            | TR           | 0.23      | 23.2        | C   | TR           | 0.18      | 15.3        | B   | TR              | 0.16      | 17.2        | B   |
|                                                             |            | Intersection |           | 26.9        | C   | Intersection |           | 41.9        | D   | Intersection    |           | 27.4        | C   |
| 2: Taconic State Parkway SB Ramps & US Route 6 (Signalized) |            |              |           |             |     |              |           |             |     |                 |           |             |     |
| US Route 6                                                  | Eastbound  | T            | 0.43      | 8.5         | A   | T            | 0.52      | 8.9         | A   | T               | 0.50      | 5.3         | A   |
|                                                             |            | R            | 0.39      | 1.0         | A   | R            | 0.15      | 0.1         | A   | R               | 0.18      | 0.2         | A   |
|                                                             | Westbound  | T            | 0.33      | 4.6         | A   | T            | 0.51      | 6.0         | A   | T               | 0.55      | 5.5         | A   |
|                                                             |            | R            | 0.70      | 5.2         | A   | R            | 0.36      | 1.8         | A   | R               | 0.43      | 1.5         | A   |
| Taconic State Parkway SB Ramps                              | Southbound | L            | 0.67      | 47.9        | D   | L            | 0.62      | 48.0        | D   | L               | 0.61      | 48.1        | D   |
|                                                             |            | R            | 0.60      | 18.4        | B   | R            | 0.49      | 30.5        | C   | R               | 0.44      | 31.8        | C   |
|                                                             |            | Intersection |           | 8.0         | A   | Intersection |           | 8.5         | A   | Intersection    |           | 6.6         | A   |
| 3: Taconic State Parkway NB Ramps & US Route 6 (Signalized) |            |              |           |             |     |              |           |             |     |                 |           |             |     |
| US Route 6                                                  | Eastbound  | T            | 0.49      | 9.0         | A   | T            | 0.79      | 25.9        | C   | T               | 0.64      | 14.9        | B   |
|                                                             |            | R            | 0.11      | 1.3         | A   | R            | 0.27      | 4.9         | A   | R               | 0.16      | 2.5         | A   |
|                                                             | Westbound  | L            | 0.21      | 3.4         | A   | L            | 0.38      | 12.8        | B   | L               | 0.36      | 6.2         | A   |
|                                                             |            | T            | 0.59      | 4.6         | A   | T            | 0.62      | 9.0         | A   | T               | 0.65      | 6.8         | A   |
| Taconic State Parkway NB Ramps                              | Northbound | L            | 0.45      | 47.1        | D   | L            | 0.74      | 47.2        | D   | L               | 0.60      | 47.9        | D   |
|                                                             |            | R            | 0.55      | 34.8        | C   | R            | 0.83      | 29.6        | C   | R               | 0.65      | 28.9        | C   |
|                                                             |            | Intersection |           | 9.7         | A   | Intersection |           | 20.6        | C   | Intersection    |           | 13.9        | B   |
| 4: E Main Street & US Route 6 (Unsignalized)                |            |              |           |             |     |              |           |             |     |                 |           |             |     |
| US Route 6                                                  | Eastbound  | L            | 0.70      | 27.6        | D   | L            | 1.26      | 160.9       | F   | L               | 0.92      | 56.7        | F   |
|                                                             |            | TR           | -         | -           | -   | TR           | -         | -           | -   | TR              | -         | -           | -   |
|                                                             | Westbound  | L            | 0.02      | 11.6        | B   | L            | 0.01      | 14.5        | B   | L               | 0.01      | 12.9        | B   |
|                                                             |            | TR           | -         | -           | -   | TR           | -         | -           | -   | TR              | -         | -           | -   |
| E Main Street                                               | Northbound | LTR          | -         | -           | -   | LTR          | -         | -           | -   | LTR             | -         | -           | -   |
|                                                             | Southbound | LTR          | 2.40      | 679.0       | F   | LTR          | -         | -           | -   | LTR             | 2.40      | 688.6       | F   |
| 5: E Main Street & Old Route 6 (Unsignalized)               |            |              |           |             |     |              |           |             |     |                 |           |             |     |
| Old Route 6                                                 | Eastbound  | TR           | 0.00      | 8.3         | A   | TR           | 0.02      | 8.4         | A   | TR              | 0.02      | 8.4         | A   |
| E Main Street                                               | Westbound  | LT           | -         | -           | -   | LT           | -         | -           | -   | LT              | -         | -           | -   |
|                                                             | Northbound | LR           | -         | -           | -   | LR           | -         | -           | -   | LR              | -         | -           | -   |

Table E-2 (cont'd)  
2026 No Action Conditions Level of Service Analysis

| Approach                                                                                                                            |            | Weekday AM   |           |             |     | Weekday PM   |           |             |     | Saturday Midday |           |             |     |
|-------------------------------------------------------------------------------------------------------------------------------------|------------|--------------|-----------|-------------|-----|--------------|-----------|-------------|-----|-----------------|-----------|-------------|-----|
|                                                                                                                                     |            | Lane Group   | v/c Ratio | Delay (sec) | LOS | Lane Group   | v/c Ratio | Delay (sec) | LOS | Lane Group      | v/c Ratio | Delay (sec) | LOS |
| 6: Lee Boulevard / Lee Road & US Route 6 (Signalized)                                                                               |            |              |           |             |     |              |           |             |     |                 |           |             |     |
| US Route 6                                                                                                                          | Eastbound  | L            | 0.45      | 17.4        | B   | L            | 0.75      | 34.9        | C   | L               | 0.78      | 39.5        | D   |
|                                                                                                                                     |            | T            | 0.53      | 17.1        | B   | T            | 0.73      | 29.1        | C   | T               | 0.57      | 26.9        | C   |
|                                                                                                                                     |            | R            | 0.24      | 3.7         | A   | R            | 0.45      | 4.4         | A   | R               | 0.61      | 5.2         | A   |
|                                                                                                                                     | Westbound  | L            | 0.01      | 12.0        | B   | L            | 0.15      | 16.4        | B   | L               | 0.13      | 16.9        | B   |
|                                                                                                                                     |            | TR           | 0.88      | 36.2        | D   | TR           | 0.90      | 45.2        | D   | TR              | 0.95      | 54.0        | D   |
| Lee Boulevard / Lee Road                                                                                                            | Northbound | L            | 0.39      | 35.2        | D   | L            | 0.62      | 40.7        | D   | L               | 0.75      | 46.6        | D   |
|                                                                                                                                     |            | TR           | 0.37      | 36.7        | D   | TR           | 0.68      | 46.5        | D   | TR              | 0.65      | 42.5        | D   |
|                                                                                                                                     | Southbound | L            | 0.24      | 34.1        | C   | L            | 0.36      | 40.4        | D   | L               | 0.31      | 38.7        | D   |
|                                                                                                                                     |            | T            | 0.34      | 35.7        | D   | T            | 0.54      | 45.0        | D   | T               | 0.69      | 50.2        | D   |
|                                                                                                                                     |            | R            | 0.63      | 12.0        | B   | R            | 0.59      | 11.5        | B   | R               | 0.81      | 30.2        | C   |
|                                                                                                                                     |            | Intersection |           | 25.2        | C   | Intersection |           | 32.4        | C   | Intersection    |           | 35.5        | D   |
| 7: Lee Boulevard / Lee Road & E Main Street (Unsignalized)                                                                          |            |              |           |             |     |              |           |             |     |                 |           |             |     |
| E Main Street                                                                                                                       | Eastbound  | LTR          | -         | -           | -   | LTR          | -         | -           | -   | LTR             | -         | -           | -   |
|                                                                                                                                     | Westbound  | LTR          | 0.12      | 8.4         | A   | LTR          | 0.12      | 9.2         | A   | LTR             | 0.13      | 8.5         | A   |
| Lee Boulevard / Lee Road                                                                                                            | Northbound | LTR          | 0.20      | 15.4        | C   | LTR          | 0.62      | 25.7        | D   | LTR             | 0.64      | 24.4        | C   |
|                                                                                                                                     | Southbound | LTR          | 0.04      | 26.0        | D   | LTR          | 0.03      | 33.9        | D   | LTR             | 0.04      | 27.9        | D   |
| 8: Hill Boulevard & US Route 6 (Signalized)                                                                                         |            |              |           |             |     |              |           |             |     |                 |           |             |     |
| US Route 6                                                                                                                          | Eastbound  | L            | 0.07      | 10.0        | A   | L            | 0.35      | 14.8        | B   | L               | 0.33      | 15.0        | B   |
|                                                                                                                                     |            | TR           | 0.50      | 19.7        | B   | TR           | 0.93      | 40.2        | D   | TR              | 0.78      | 29.7        | C   |
|                                                                                                                                     | Westbound  | L            | 0.15      | 10.2        | B   | L            | 0.47      | 19.1        | B   | L               | 0.49      | 18.1        | B   |
|                                                                                                                                     |            | TR           | 0.48      | 16.0        | B   | TR           | 0.60      | 23.7        | C   | TR              | 0.63      | 24.5        | C   |
| Hill Boulevard                                                                                                                      | Northbound | L            | 0.28      | 35.1        | D   | L            | 0.36      | 39.1        | D   | L               | 0.44      | 42.3        | D   |
|                                                                                                                                     |            | T            | 0.16      | 33.4        | C   | T            | 0.57      | 45.6        | D   | T               | 0.44      | 42.1        | D   |
|                                                                                                                                     |            | R            | 0.23      | 4.0         | A   | R            | 0.31      | 4.6         | A   | R               | 0.49      | 5.5         | A   |
|                                                                                                                                     | Southbound | L            | 0.05      | 30.2        | C   | L            | 0.20      | 35.8        | D   | L               | 0.13      | 32.5        | C   |
|                                                                                                                                     |            | TR           | 0.43      | 29.7        | C   | TR           | 0.70      | 35.9        | D   | TR              | 0.74      | 39.4        | D   |
|                                                                                                                                     |            | Intersection |           | 18.2        | B   | Intersection |           | 31.6        | C   | Intersection    |           | 26.3        | C   |
| 9: Hill Boulevard/Old Jefferson Valley Road & E Main Street (Unsignalized)                                                          |            |              |           |             |     |              |           |             |     |                 |           |             |     |
| E Main Street                                                                                                                       | Eastbound  | LTR          | -         | 0.00        | A   | LTR          | -         | 0.0         | A   | LTR             | -         | 0.0         | A   |
|                                                                                                                                     | Westbound  | LTR          | 0.07      | 7.9         | A   | LTR          | 0.08      | 9.4         | A   | LTR             | 0.08      | 8.5         | A   |
| Hill Boulevard/Old Jefferson Valley Road                                                                                            | Northbound | LTR          | 0.08      | 11.9        | B   | LTR          | 0.57      | 28.9        | D   | LTR             | 0.57      | 25.6        | D   |
|                                                                                                                                     | Southbound | LTR          | -         | 0.0         | A   | LTR          | -         | 0.0         | A   | LTR             | -         | 0.0         | A   |
| <b>Notes:</b><br>v/c = volume to capacity, LOS = Level of Service<br>L = Left Turn, T = Through, R = Right Turn<br>= LOS E, = LOS F |            |              |           |             |     |              |           |             |     |                 |           |             |     |

Table E-3  
2026 No Action and 2026 With Action Conditions  
Level of Service Analysis

| Approach                                                    |    | Weekday AM     |           |             |     |                  |           |             |     | Weekday PM     |           |             |     |                  |           |             |     | Saturday       |           |             |     |                  |           |             |     |
|-------------------------------------------------------------|----|----------------|-----------|-------------|-----|------------------|-----------|-------------|-----|----------------|-----------|-------------|-----|------------------|-----------|-------------|-----|----------------|-----------|-------------|-----|------------------|-----------|-------------|-----|
|                                                             |    | 2026 No Action |           |             |     | 2026 With Action |           |             |     | 2026 No Action |           |             |     | 2026 With Action |           |             |     | 2026 No Action |           |             |     | 2026 With Action |           |             |     |
|                                                             |    | Lane Group     | v/c Ratio | Delay (sec) | LOS | Lane Group       | v/c Ratio | Delay (sec) | LOS | Lane Group     | v/c Ratio | Delay (sec) | LOS | Lane Group       | v/c Ratio | Delay (sec) | LOS | Lane Group     | v/c Ratio | Delay (sec) | LOS | Lane Group       | v/c Ratio | Delay (sec) | LOS |
| 1: Barger Street & US Route 6 (Signalized)                  |    |                |           |             |     |                  |           |             |     |                |           |             |     |                  |           |             |     |                |           |             |     |                  |           |             |     |
| US Route 6                                                  | EB | L              | 0.03      | 10.7        | B   | L                | 0.03      | 10.8        | B   | L              | 0.02      | 9.8         | A   | L                | 0.02      | 9.8         | A   | L              | 0.17      | 14.0        | B   | L                | 0.17      | 14.1        | B   |
|                                                             |    | TR             | 0.90      | 32.1        | C   | TR               | 0.90      | 32.2        | C   | TR             | 0.98      | 49.2        | D   | TR               | 0.99      | 50.4        | D   | TR             | 0.86      | 31.2        | C   | TR               | 0.86      | 31.4        | C   |
|                                                             | WB | L              | 0.72      | 39.9        | D   | L                | 0.72      | 40.3        | D   | L              | 0.84      | 47.6        | D   | L                | 0.84      | 46.6        | D   | L              | 0.77      | 38.6        | D   | L                | 0.77      | 38.2        | D   |
|                                                             |    | TR             | 0.31      | 12.2        | B   | TR               | 0.31      | 12.2        | B   | TR             | 0.64      | 18.2        | B   | TR               | 0.64      | 17.5        | B   | TR             | 0.67      | 21.6        | C   | TR               | 0.67      | 21.6        | C   |
| Barger Street                                               | NB | LT             | 0.69      | 52.1        | D   | LT               | 0.69      | 52.1        | D   | LT             | 1.13      | 121.2       | F   | LT               | 1.13      | 121.2       | F   | LT             | 0.82      | 54.7        | D   | LT               | 0.82      | 54.7        | D   |
|                                                             |    | R              | 0.49      | 8.5         | A   | R                | 0.49      | 8.5         | A   | R              | 0.59      | 13.4        | B   | R                | 0.59      | 13.4        | B   | R              | 0.52      | 6.8         | A   | R                | 0.52      | 6.8         | A   |
|                                                             | SB | L              | 0.31      | 34.5        | C   | L                | 0.31      | 34.5        | C   | L              | 0.38      | 37.5        | D   | L                | 0.38      | 37.5        | D   | L              | 0.27      | 31.4        | C   | L                | 0.27      | 31.4        | C   |
|                                                             |    | TR             | 0.23      | 23.2        | C   | TR               | 0.23      | 23.2        | C   | TR             | 0.18      | 15.3        | B   | TR               | 0.18      | 15.3        | B   | TR             | 0.16      | 17.2        | B   | TR               | 0.16      | 17.2        | B   |
|                                                             |    | Intersection   |           | 26.9        | C   | Intersection     |           | 27.0        | C   | Intersection   |           | 41.9        | D   | Intersection     |           | 42.0        | D   | Intersection   |           | 27.4        | C   | Intersection     |           | 27.5        | C   |
| 2: Taconic State Parkway SB Ramps & US Route 6 (Signalized) |    |                |           |             |     |                  |           |             |     |                |           |             |     |                  |           |             |     |                |           |             |     |                  |           |             |     |
| US Route 6                                                  | EB | T              | 0.43      | 8.5         | A   | T                | 0.44      | 8.4         | A   | T              | 0.52      | 8.9         | A   | T                | 0.54      | 9.4         | A   | T              | 0.50      | 5.3         | A   | T                | 0.50      | 5.5         | A   |
|                                                             |    | R              | 0.39      | 1.0         | A   | R                | 0.39      | 1.0         | A   | R              | 0.15      | 0.1         | A   | R                | 0.15      | 0.1         | A   | R              | 0.18      | 0.2         | A   | R                | 0.18      | 0.2         | A   |
|                                                             | WB | T              | 0.33      | 4.6         | A   | T                | 0.33      | 5.0         | A   | T              | 0.51      | 6.0         | A   | T                | 0.53      | 6.8         | A   | T              | 0.55      | 5.5         | A   | T                | 0.56      | 5.9         | A   |
|                                                             |    | R              | 0.70      | 5.2         | A   | R                | 0.72      | 5.7         | A   | R              | 0.36      | 1.8         | A   | R                | 0.39      | 2.1         | A   | R              | 0.43      | 1.5         | A   | R                | 0.44      | 1.6         | A   |
| Taconic SB Ramps                                            | SB | L              | 0.67      | 47.9        | D   | L                | 0.70      | 47.7        | D   | L              | 0.62      | 48.0        | D   | L                | 0.66      | 47.9        | D   | L              | 0.61      | 48.1        | D   | L                | 0.64      | 48.0        | D   |
|                                                             |    | R              | 0.60      | 18.4        | B   | R                | 0.57      | 17.4        | B   | R              | 0.49      | 30.5        | C   | R                | 0.44      | 27.7        | C   | R              | 0.44      | 31.8        | C   | R                | 0.41      | 30.4        | C   |
|                                                             |    | Intersection   |           | 8.0         | A   | Intersection     |           | 8.3         | A   | Intersection   |           | 8.5         | A   | Intersection     |           | 9.2         | A   | Intersection   |           | 6.6         | A   | Intersection     |           | 7.0         | A   |
| 3: Taconic State Parkway NB Ramps & US Route 6 (Signalized) |    |                |           |             |     |                  |           |             |     |                |           |             |     |                  |           |             |     |                |           |             |     |                  |           |             |     |
| US Route 6                                                  | EB | T              | 0.49      | 9.0         | A   | T                | 0.51      | 9.3         | A   | T              | 0.79      | 25.9        | C   | T                | 0.82      | 26.5        | C   | T              | 0.64      | 14.9        | B   | T                | 0.66      | 15.3        | B   |
|                                                             |    | R              | 0.11      | 1.3         | A   | R                | 0.11      | 1.3         | A   | R              | 0.27      | 4.9         | A   | R                | 0.27      | 4.5         | A   | R              | 0.16      | 2.5         | A   | R                | 0.16      | 2.4         | A   |
|                                                             | WB | L              | 0.21      | 3.4         | A   | L                | 0.27      | 3.8         | A   | L              | 0.38      | 12.8        | B   | L                | 0.43      | 15.0        | B   | L              | 0.36      | 6.2         | A   | L                | 0.40      | 7.9         | A   |
|                                                             |    | T              | 0.59      | 4.6         | A   | T                | 0.60      | 4.7         | A   | T              | 0.62      | 9.0         | A   | T                | 0.63      | 9.2         | A   | T              | 0.65      | 6.8         | A   | T                | 0.66      | 6.9         | A   |
| Taconic NB Ramps                                            | NB | L              | 0.45      | 47.1        | D   | L                | 0.45      | 47.1        | D   | L              | 0.74      | 47.2        | D   | L                | 0.74      | 47.2        | D   | L              | 0.60      | 47.9        | D   | L                | 0.60      | 47.9        | D   |
|                                                             |    | R              | 0.55      | 34.8        | C   | R                | 0.56      | 34.5        | C   | R              | 0.83      | 29.6        | C   | R                | 0.84      | 30.2        | C   | R              | 0.65      | 28.9        | C   | R                | 0.66      | 28.7        | C   |
|                                                             |    | Intersection   |           | 9.7         | A   | Intersection     |           | 9.9         | A   | Intersection   |           | 20.6        | B   | Intersection     |           | 21.0        | C   | Intersection   |           | 13.9        | B   | Intersection     |           | 14.0        | B   |
| 4: E Main Street & US Route 6 (Unsignalized)                |    |                |           |             |     |                  |           |             |     |                |           |             |     |                  |           |             |     |                |           |             |     |                  |           |             |     |
| US Route 6                                                  | EB | L              | 0.70      | 27.6        | D   | L                | 0.80      | 35.5        | E   | L              | 1.26      | 160.9       | F   | L                | 1.41      | 222.1       | F   | L              | 0.92      | 56.7        | F   | L                | 1.02      | 79.1        | F   |
|                                                             |    | TR             | -         | -           | -   | TR               | -         | -           | -   | TR             | -         | -           | -   | TR               | -         | -           | -   | TR             | -         | -           | -   | TR               | -         | -           | -   |
|                                                             | WB | L              | 0.02      | 11.6        | B   | L                | 0.02      | 11.6        | B   | L              | 0.01      | 14.5        | B   | L                | 0.01      | 14.5        | B   | L              | 0.01      | 12.9        | B   | L                | 0.01      | 12.9        | B   |
|                                                             |    | TR             | -         | -           | -   | TR               | -         | -           | -   | TR             | -         | -           | -   | TR               | -         | -           | -   | TR             | -         | -           | -   | TR               | -         | -           | -   |
| E Main Street                                               | NB | LTR            | -         | -           | -   | LTR              | -         | -           | -   | LTR            | -         | -           | -   | LTR              | -         | -           | -   | LTR            | -         | -           | -   | LTR              | -         | -           | -   |
|                                                             | SB | LTR            | 2.40      | 679.0       | F   | LTR              | 5.84      | 2259.4      | F   | LTR            | -         | -           | -   | LTR              | -         | -           | -   | LTR            | 2.40      | 688.6       | F   | LTR              | -         | -           | -   |
| 5: E Main Street & Old Route 6 (Unsignalized)               |    |                |           |             |     |                  |           |             |     |                |           |             |     |                  |           |             |     |                |           |             |     |                  |           |             |     |
| Old Route 6                                                 | EB | TR             | 0.00      | 8.3         | A   | TR               | 0.23      | 9.3         | A   | TR             | 0.02      | 8.4         | A   | TR               | 0.14      | 8.9         | A   | TR             | 0.02      | 8.4         | A   | TR               | 0.13      | 8.8         | A   |
| E Main Street                                               | WB | LT             | -         | -           | -   | LT               | -         | -           | -   | LT             | -         | -           | -   | LT               | -         | -           | -   | LT             | -         | -           | -   | LT               | -         | -           | -   |
|                                                             | NB | LR             | -         | -           | -   | LR               | -         | -           | -   | LR             | -         | -           | -   | LR               | -         | -           | -   | LR             | -         | -           | -   | LR               | -         | -           | -   |



Table E-3 (cont'd)  
2026 No Action and 2026 With Action Conditions  
Level of Service Analysis

| Approach                                                                                                                                                                                                                                 |    | Weekday AM     |           |             |     |                  |           |             |     | Weekday PM     |           |             |     |                  |           |             |     | Saturday       |           |             |     |                  |           |             |     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|----------------|-----------|-------------|-----|------------------|-----------|-------------|-----|----------------|-----------|-------------|-----|------------------|-----------|-------------|-----|----------------|-----------|-------------|-----|------------------|-----------|-------------|-----|
|                                                                                                                                                                                                                                          |    | 2026 No Action |           |             |     | 2026 With Action |           |             |     | 2026 No Action |           |             |     | 2026 With Action |           |             |     | 2026 No Action |           |             |     | 2026 With Action |           |             |     |
|                                                                                                                                                                                                                                          |    | Lane Group     | v/c Ratio | Delay (sec) | LOS | Lane Group       | v/c Ratio | Delay (sec) | LOS | Lane Group     | v/c Ratio | Delay (sec) | LOS | Lane Group       | v/c Ratio | Delay (sec) | LOS | Lane Group     | v/c Ratio | Delay (sec) | LOS | Lane Group       | v/c Ratio | Delay (sec) | LOS |
| 6: Lee Boulevard / Lee Road & US Route 6 (Signalized)                                                                                                                                                                                    |    |                |           |             |     |                  |           |             |     |                |           |             |     |                  |           |             |     |                |           |             |     |                  |           |             |     |
| US Route 6                                                                                                                                                                                                                               | EB | L              | 0.45      | 17.4        | B   | L                | 0.45      | 17.4        | B   | L              | 0.75      | 34.9        | C   | L                | 0.75      | 34.9        | C   | L              | 0.78      | 39.5        | D   | L                | 0.78      | 39.5        | D   |
|                                                                                                                                                                                                                                          |    | T              | 0.53      | 17.1        | B   | T                | 0.53      | 17.1        | B   | T              | 0.73      | 29.1        | C   | T                | 0.73      | 29.1        | C   | T              | 0.57      | 26.9        | C   | T                | 0.57      | 26.9        | C   |
|                                                                                                                                                                                                                                          |    | R              | 0.24      | 3.7         | A   | R                | 0.24      | 3.7         | A   | R              | 0.45      | 4.4         | A   | R                | 0.45      | 4.4         | A   | R              | 0.61      | 5.2         | A   | R                | 0.61      | 5.2         | A   |
|                                                                                                                                                                                                                                          | WB | L              | 0.01      | 12.0        | B   | L                | 0.01      | 12.0        | B   | L              | 0.15      | 16.4        | B   | L                | 0.15      | 16.4        | B   | L              | 0.13      | 16.9        | B   | L                | 0.13      | 16.9        | B   |
|                                                                                                                                                                                                                                          |    | TR             | 0.88      | 36.2        | D   | TR               | 0.89      | 36.4        | D   | TR             | 0.90      | 45.2        | D   | TR               | 0.90      | 45.6        | D   | TR             | 0.95      | 54.0        | D   | TR               | 0.95      | 54.5        | D   |
| Lee Boulevard / Lee Road                                                                                                                                                                                                                 | NB | L              | 0.39      | 35.2        | D   | L                | 0.39      | 35.2        | D   | L              | 0.62      | 40.7        | D   | L                | 0.62      | 40.7        | D   | L              | 0.75      | 46.6        | D   | L                | 0.75      | 46.6        | D   |
|                                                                                                                                                                                                                                          |    | TR             | 0.37      | 36.7        | D   | TR               | 0.37      | 36.7        | D   | TR             | 0.68      | 46.5        | D   | TR               | 0.68      | 46.5        | D   | TR             | 0.65      | 42.5        | D   | TR               | 0.65      | 42.5        | D   |
|                                                                                                                                                                                                                                          | SB | L              | 0.24      | 34.1        | C   | L                | 0.24      | 34.1        | C   | L              | 0.36      | 40.4        | D   | L                | 0.36      | 40.4        | D   | L              | 0.31      | 38.7        | D   | L                | 0.31      | 38.7        | D   |
|                                                                                                                                                                                                                                          |    | T              | 0.34      | 35.7        | D   | T                | 0.34      | 35.7        | D   | T              | 0.54      | 45.0        | D   | T                | 0.54      | 45.0        | D   | T              | 0.69      | 50.2        | D   | T                | 0.69      | 50.2        | D   |
|                                                                                                                                                                                                                                          |    | R              | 0.63      | 12.0        | B   | R                | 0.63      | 12.0        | B   | R              | 0.59      | 11.5        | B   | R                | 0.59      | 11.5        | B   | R              | 0.81      | 30.2        | C   | R                | 0.81      | 30.2        | C   |
|                                                                                                                                                                                                                                          |    | Intersection   |           | 25.2        | C   | Intersection     |           | 25.3        | C   | Intersection   |           | 32.4        | C   | Intersection     |           | 32.6        | C   | Intersection   |           | 35.5        | D   | Intersection     |           | 35.6        | D   |
| 7: Lee Boulevard / Lee Road & E Main Street (Unsignalized)                                                                                                                                                                               |    |                |           |             |     |                  |           |             |     |                |           |             |     |                  |           |             |     |                |           |             |     |                  |           |             |     |
| E Main Street                                                                                                                                                                                                                            | EB | LTR            | -         | -           | -   | LTR              | -         | -           | -   | LTR            | -         | -           | -   | LTR              | -         | -           | -   | LTR            | -         | -           | -   | LTR              | -         | -           | -   |
|                                                                                                                                                                                                                                          | WB | LTR            | 0.12      | 8.4         | A   | LTR              | 0.12      | 8.4         | A   | LTR            | 0.12      | 9.2         | A   | LTR              | 0.12      | 9.2         | A   | LTR            | 0.13      | 8.5         | A   | LTR              | 0.13      | 8.5         | A   |
| Lee Boulevard / Lee Road                                                                                                                                                                                                                 | NB | LTR            | 0.20      | 15.4        | C   | LTR              | 0.20      | 15.5        | C   | LTR            | 0.62      | 25.7        | D   | LTR              | 0.62      | 26.1        | D   | LTR            | 0.64      | 24.4        | C   | LTR              | 0.65      | 24.6        | C   |
|                                                                                                                                                                                                                                          | SB | LTR            | 0.04      | 26.0        | D   | LTR              | 0.04      | 26.2        | D   | LTR            | 0.03      | 33.9        | D   | LTR              | 0.03      | 34.3        | D   | LTR            | 0.04      | 27.9        | D   | LTR              | 0.04      | 28.0        | D   |
| 8: Hill Boulevard & US Route 6 (Signalized)                                                                                                                                                                                              |    |                |           |             |     |                  |           |             |     |                |           |             |     |                  |           |             |     |                |           |             |     |                  |           |             |     |
| US Route 6                                                                                                                                                                                                                               | EB | L              | 0.07      | 10.0        | A   | L                | 0.07      | 10.0        | A   | L              | 0.35      | 14.8        | B   | L                | 0.35      | 14.8        | B   | L              | 0.33      | 15.0        | B   | L                | 0.33      | 15.0        | B   |
|                                                                                                                                                                                                                                          |    | TR             | 0.50      | 19.7        | B   | TR               | 0.51      | 19.7        | B   | TR             | 0.93      | 40.2        | D   | TR               | 0.93      | 40.5        | D   | TR             | 0.78      | 29.7        | C   | TR               | 0.78      | 29.8        | C   |
|                                                                                                                                                                                                                                          | WB | L              | 0.15      | 10.2        | B   | L                | 0.15      | 10.2        | B   | L              | 0.47      | 19.1        | B   | L                | 0.47      | 19.1        | B   | L              | 0.49      | 18.1        | B   | L                | 0.49      | 18.0        | B   |
|                                                                                                                                                                                                                                          |    | TR             | 0.48      | 16.0        | B   | TR               | 0.48      | 16.0        | B   | TR             | 0.60      | 23.7        | C   | TR               | 0.60      | 23.8        | C   | TR             | 0.63      | 24.5        | C   | TR               | 0.63      | 24.6        | C   |
| Hill Boulevard                                                                                                                                                                                                                           | NB | L              | 0.28      | 35.1        | D   | L                | 0.28      | 35.1        | D   | L              | 0.36      | 39.1        | D   | L                | 0.36      | 39.1        | D   | L              | 0.44      | 42.3        | D   | L                | 0.44      | 42.4        | D   |
|                                                                                                                                                                                                                                          |    | T              | 0.16      | 33.4        | C   | T                | 0.16      | 33.4        | C   | T              | 0.57      | 45.6        | D   | T                | 0.57      | 45.6        | D   | T              | 0.44      | 42.1        | D   | T                | 0.44      | 42.2        | D   |
|                                                                                                                                                                                                                                          |    | R              | 0.23      | 4.0         | A   | R                | 0.23      | 4.0         | A   | R              | 0.31      | 4.6         | A   | R                | 0.31      | 4.6         | A   | R              | 0.49      | 5.5         | A   | R                | 0.49      | 5.5         | A   |
|                                                                                                                                                                                                                                          | SB | L              | 0.05      | 30.2        | C   | L                | 0.05      | 30.2        | C   | L              | 0.20      | 35.8        | D   | L                | 0.20      | 35.8        | D   | L              | 0.13      | 32.5        | C   | L                | 0.13      | 32.5        | C   |
|                                                                                                                                                                                                                                          |    | TR             | 0.43      | 29.7        | C   | TR               | 0.43      | 29.7        | C   | TR             | 0.70      | 35.9        | D   | TR               | 0.70      | 35.8        | D   | TR             | 0.74      | 39.4        | D   | TR               | 0.74      | 39.4        | D   |
|                                                                                                                                                                                                                                          |    | Intersection   |           | 18.2        | B   | Intersection     |           | 18.2        | B   | Intersection   |           | 31.6        | C   | Intersection     |           | 31.7        | C   | Intersection   |           | 26.3        | C   | Intersection     |           | 26.3        | C   |
| 9: Hill Boulevard/Old Jefferson Valley Road & E Main Street (Unsignalized)                                                                                                                                                               |    |                |           |             |     |                  |           |             |     |                |           |             |     |                  |           |             |     |                |           |             |     |                  |           |             |     |
| E Main Street                                                                                                                                                                                                                            | EB | LTR            | -         | 0.00        | A   | LTR              | -         | 0.00        | A   | LTR            | -         | 0.00        | A   | LTR              | -         | 0.00        | A   | LTR            | -         | 0.00        | A   | LTR              | -         | 0.00        | A   |
|                                                                                                                                                                                                                                          | WB | LTR            | 0.07      | 7.9         | A   | LTR              | 0.07      | 7.9         | A   | LTR            | 0.08      | 9.4         | A   | LTR              | 0.08      | 9.4         | A   | LTR            | 0.08      | 8.5         | A   | LTR              | 0.08      | 8.5         | A   |
| Hill Boulevard/Old JV Road                                                                                                                                                                                                               | NB | LTR            | 0.08      | 11.9        | B   | LTR              | 0.08      | 12.0        | B   | LTR            | 0.57      | 28.9        | D   | LTR              | 0.57      | 29.1        | D   | LTR            | 0.57      | 25.6        | D   | LTR              | 0.57      | 26.0        | D   |
|                                                                                                                                                                                                                                          | SB | LTR            | -         | 0.0         | A   | LTR              | -         | 0.0         | A   | LTR            | -         | 0.0         | A   | LTR              | -         | 0.0         | A   | LTR            | -         | 0.0         | A   | LTR              | -         | 0.0         | A   |
| <b>Notes:</b><br>EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound<br>v/c = volume to capacity, LOS = Level of Service<br>L = Left Turn, T = Through, R = Right Turn<br>= LOS E, = LOS F<br><b>Red bold text</b> = Impact |    |                |           |             |     |                  |           |             |     |                |           |             |     |                  |           |             |     |                |           |             |     |                  |           |             |     |

Table E-4  
2026 No Action, 2026 With Action, and 2026 Mitigation Conditions  
Level of Service Analysis

| Approach                                                                                                                                                                                                                                              |    | Weekday AM     |           |             |     |                  |           |             |     |                 |           |             |     | Weekday PM     |           |             |     |                  |           |             |     |                 |              |             |      | Saturday       |           |             |     |                  |           |             |     |                 |      |              |   |      |  |   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|----------------|-----------|-------------|-----|------------------|-----------|-------------|-----|-----------------|-----------|-------------|-----|----------------|-----------|-------------|-----|------------------|-----------|-------------|-----|-----------------|--------------|-------------|------|----------------|-----------|-------------|-----|------------------|-----------|-------------|-----|-----------------|------|--------------|---|------|--|---|
|                                                                                                                                                                                                                                                       |    | 2026 No Action |           |             |     | 2026 With Action |           |             |     | 2026 Mitigation |           |             |     | 2026 No Action |           |             |     | 2026 With Action |           |             |     | 2026 Mitigation |              |             |      | 2026 No Action |           |             |     | 2026 With Action |           |             |     | 2026 Mitigation |      |              |   |      |  |   |
|                                                                                                                                                                                                                                                       |    | Lane Group     | v/c Ratio | Delay (sec) | LOS | Lane Group       | v/c Ratio | Delay (sec) | LOS | Lane Group      | v/c Ratio | Delay (sec) | LOS | Lane Group     | v/c Ratio | Delay (sec) | LOS | Lane Group       | v/c Ratio | Delay (sec) | LOS | Lane Group      | v/c Ratio    | Delay (sec) | LOS  | Lane Group     | v/c Ratio | Delay (sec) | LOS | Lane Group       | v/c Ratio | Delay (sec) | LOS |                 |      |              |   |      |  |   |
| 4: E Main Street & US Route 6 (Unsignalized)                                                                                                                                                                                                          |    |                |           |             |     |                  |           |             |     |                 |           |             |     |                |           |             |     |                  |           |             |     |                 |              |             |      |                |           |             |     |                  |           |             |     |                 |      |              |   |      |  |   |
| US Route 6                                                                                                                                                                                                                                            | EB | L              | 0.70      | 27.6        | D   | L                | 0.80      | 35.5        | E   | L               | 0.42      | 14.4        | B   | L              | 1.26      | 160.9       | F   | L                | 1.41      | 222.1       | F   | L               | 0.71         | 22.4        | C    | L              | 0.92      | 56.7        | F   | L                | 1.02      | 79.1        | F   | L               | 0.47 | 20           | B |      |  |   |
|                                                                                                                                                                                                                                                       |    | TR             | -         | -           | -   | TR               | -         | -           | -   | TR              | 0.44      | 3.9         | A   | TR             | -         | -           | -   | TR               | -         | -           | -   | TR              | 0.64         | 6.1         | A    | TR             | -         | -           | -   | TR               | -         | -           | -   | TR              | 0.56 | 4.7          | A |      |  |   |
|                                                                                                                                                                                                                                                       | WB | L              | 0.02      | 11.6        | B   | L                | 0.02      | 11.6        | B   | L               | 0.07      | 18.6        | B   | L              | 0.01      | 14.5        | B   | L                | 0.01      | 14.5        | B   | L               | 0.06         | 17.4        | B    | L              | 0.01      | 12.9        | B   | L                | 0.01      | 12.9        | B   | L               | 0.04 | 15.8         | B |      |  |   |
|                                                                                                                                                                                                                                                       |    | TR             | -         | -           | -   | TR               | -         | -           | -   | TR              | 0.99      | 49.7        | D   | TR             | -         | -           | -   | TR               | -         | -           | -   | TR              | 0.98         | 47.4        | D    | TR             | -         | -           | -   | TR               | -         | -           | -   | TR              | 1.01 | 52.1         | D |      |  |   |
| E Main Street                                                                                                                                                                                                                                         | NB | LTR            | -         | -           | -   | LTR              | -         | -           | -   | LTR             | 0.24      | 2.1         | A   | LTR            | -         | -           | -   | LTR              | -         | -           | -   | LTR             | 0.22         | 1.8         | A    | LTR            | -         | -           | -   | LTR              | -         | -           | -   | LTR             | 0.07 | 0.5          | A |      |  |   |
|                                                                                                                                                                                                                                                       | SB | LTR            | 2.40      | 679.0       | F   | LTR              | 5.84      | 2259.4      | F   | R               | 0.68      | 54.6        | D   | LTR            | -         | -           | -   | LTR              | -         | -           | -   | R               | 0.51         | 16.2        | B    | LTR            | 2.40      | 688.6       | F   | LTR              | -         | -           | -   | R               | 0.56 | 37.3         | D |      |  |   |
| US Route 6                                                                                                                                                                                                                                            |    |                |           |             |     |                  |           |             |     | Intersection    |           | 30.8        |     | C              |           |             |     |                  |           |             |     |                 | Intersection |             | 23.5 |                | C         |             |     |                  |           |             |     |                 |      | Intersection |   | 28.8 |  | C |
| 5: E Main Street & Old Route 6 (Unsignalized)                                                                                                                                                                                                         |    |                |           |             |     |                  |           |             |     |                 |           |             |     |                |           |             |     |                  |           |             |     |                 |              |             |      |                |           |             |     |                  |           |             |     |                 |      |              |   |      |  |   |
| Old Route 6                                                                                                                                                                                                                                           | EB | TR             | 0.00      | 8.3         | A   | TR               | 0.23      | 9.3         | A   | TR              | 0.55      | 13.8        | B   | TR             | 0.02      | 8.4         | A   | TR               | 0.14      | 8.9         | A   | TR              | 0.24         | 6.7         | A    | TR             | 0.02      | 8.4         | A   | TR               | 0.13      | 8.8         | A   | TR              | 0.23 | 6.9          | A |      |  |   |
| E Main Street                                                                                                                                                                                                                                         | WB | LT             | -         | -           | -   | LT               | -         | -           | -   | LT              | 0.61      | 43.6        | D   | LT             | -         | -           | -   | LT               | -         | -           | -   | LT              | 0.67         | 36.6        | D    | LT             | -         | -           | -   | LT               | -         | -           | -   | LT              | 0.78 | 51.4         | D |      |  |   |
|                                                                                                                                                                                                                                                       |    | LR             | -         | -           | -   | LR               | -         | -           | -   | L               | 0.23      | 28.1        | C   | LR             | -         | -           | -   | LR               | -         | -           | -   | L               | 0.35         | 30.2        | C    | LR             | -         | -           | -   | LR               | -         | -           | -   | L               | 0.16 | 21.2         | C |      |  |   |
|                                                                                                                                                                                                                                                       | NB |                |           |             |     |                  |           |             |     | R               | 0.40      | 1.9         | A   |                |           |             |     |                  |           |             |     | R               | 0.32         | 1.5         | A    |                |           |             |     |                  |           |             |     | R               | 0.40 | 2.1          | A |      |  |   |
|                                                                                                                                                                                                                                                       |    |                |           |             |     |                  |           |             |     | Intersection    |           | 23.7        |     | C              |           |             |     |                  |           |             |     |                 | Intersection |             | 15.7 |                | B         |             |     |                  |           |             |     |                 |      | Intersection |   | 24.3 |  | C |
| <b>Notes:</b><br>EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound<br>v/c = volume to capacity, LOS = Level of Service<br>L = Left Turn, T = Through, R = Right Turn<br>= LOS E,  = LOS F<br><b>Red bold text</b> = Significant Impact |    |                |           |             |     |                  |           |             |     |                 |           |             |     |                |           |             |     |                  |           |             |     |                 |              |             |      |                |           |             |     |                  |           |             |     |                 |      |              |   |      |  |   |



# Lanes, Volumes, Timings

## 1: Barger Street & US Route 6

02/01/2024

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |                                                                                   |  |  |                                                                                   |                                                                                     |  |  |  |  |  |
| Traffic Volume (vph)       | 14                                                                                | 1315                                                                              | 98                                                                                | 220                                                                               | 636                                                                               | 7                                                                                 | 96                                                                                  | 11                                                                                  | 160                                                                                 | 45                                                                                  | 31                                                                                  | 16                                                                                  |
| Future Volume (vph)        | 14                                                                                | 1315                                                                              | 98                                                                                | 220                                                                               | 636                                                                               | 7                                                                                 | 96                                                                                  | 11                                                                                  | 160                                                                                 | 45                                                                                  | 31                                                                                  | 16                                                                                  |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 11                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 11                                                                                  | 11                                                                                  | 12                                                                                  | 10                                                                                  | 10                                                                                  | 10                                                                                  |
| Grade (%)                  |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Storage Length (ft)        | 200                                                                               |                                                                                   | 0                                                                                 | 335                                                                               |                                                                                   | 0                                                                                 | 0                                                                                   |                                                                                     | 100                                                                                 | 105                                                                                 |                                                                                     | 0                                                                                   |
| Storage Lanes              | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                   |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     | 0                                                                                   |
| Taper Length (ft)          | 150                                                                               |                                                                                   |                                                                                   | 210                                                                               |                                                                                   |                                                                                   | 25                                                                                  |                                                                                     |                                                                                     | 120                                                                                 |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Frt                        |                                                                                   | 0.990                                                                             |                                                                                   |                                                                                   | 0.998                                                                             |                                                                                   |                                                                                     |                                                                                     | 0.850                                                                               |                                                                                     | 0.950                                                                               |                                                                                     |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                     | 0.957                                                                               |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1631                                                                              | 3420                                                                              | 0                                                                                 | 1687                                                                              | 3499                                                                              | 0                                                                                 | 0                                                                                   | 1525                                                                                | 1482                                                                                | 1685                                                                                | 1620                                                                                | 0                                                                                   |
| Flt Permitted              | 0.219                                                                             |                                                                                   |                                                                                   | 0.141                                                                             |                                                                                   |                                                                                   |                                                                                     | 0.711                                                                               |                                                                                     | 0.682                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 376                                                                               | 3420                                                                              | 0                                                                                 | 250                                                                               | 3499                                                                              | 0                                                                                 | 0                                                                                   | 1133                                                                                | 1482                                                                                | 1209                                                                                | 1620                                                                                | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   | 10                                                                                |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                     |                                                                                     | 174                                                                                 |                                                                                     | 17                                                                                  |                                                                                     |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                     | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 1131                                                                              |                                                                                   |                                                                                   | 642                                                                               |                                                                                   |                                                                                     | 494                                                                                 |                                                                                     |                                                                                     | 419                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 25.7                                                                              |                                                                                   |                                                                                   | 14.6                                                                              |                                                                                   |                                                                                     | 11.2                                                                                |                                                                                     |                                                                                     | 9.5                                                                                 |                                                                                     |
| Confl. Peds. (#/hr)        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Confl. Bikes (#/hr)        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Peak Hour Factor           | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Growth Factor              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                                | 100%                                                                                | 100%                                                                                | 100%                                                                                | 100%                                                                                | 100%                                                                                |
| Heavy Vehicles (%)         | 7%                                                                                | 4%                                                                                | 11%                                                                               | 7%                                                                                | 3%                                                                                | 0%                                                                                | 16%                                                                                 | 9%                                                                                  | 9%                                                                                  | 0%                                                                                  | 6%                                                                                  | 0%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Parking (#/hr)             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mid-Block Traffic (%)      |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Adj. Flow (vph)            | 15                                                                                | 1429                                                                              | 107                                                                               | 239                                                                               | 691                                                                               | 8                                                                                 | 104                                                                                 | 12                                                                                  | 174                                                                                 | 49                                                                                  | 34                                                                                  | 17                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 15                                                                                | 1536                                                                              | 0                                                                                 | 239                                                                               | 699                                                                               | 0                                                                                 | 0                                                                                   | 116                                                                                 | 174                                                                                 | 49                                                                                  | 51                                                                                  | 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                                                                                |                                                                                   |                                                                                   | 18                                                                                |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 10                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 1.04                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                                | 1.04                                                                                | 1.00                                                                                | 1.09                                                                                | 1.09                                                                                | 1.09                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   | 1                                                                                   | 2                                                                                   |                                                                                     |
| Detector Template          | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                                | Thru                                                                                | Right                                                                               | Left                                                                                | Thru                                                                                |                                                                                     |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                  | 100                                                                                 | 20                                                                                  | 20                                                                                  | 100                                                                                 |                                                                                     |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                             | NA                                                                                |                                                                                   | Perm                                                                                | NA                                                                                  | Perm                                                                                | Perm                                                                                | NA                                                                                  |                                                                                     |
| Protected Phases           | 1                                                                                 | 5                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   |                                                                                     | 3                                                                                   |                                                                                     |                                                                                     | 3                                                                                   |                                                                                     |
| Permitted Phases           | 5                                                                                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   | 3                                                                                   |                                                                                     | 3                                                                                   | 3                                                                                   |                                                                                     |                                                                                     |
| Detector Phase             | 1                                                                                 | 5                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   |                                                                                     |
| Switch Phase               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

AM Existing Weekday AM Peak Hour 7:15 am 05/23/2023 Existing

Synchro 11 Report  
Page 1

Lanes, Volumes, Timings  
1: Barger Street & US Route 6

02/01/2024

|                                                                        |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                                                             | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Minimum Initial (s)                                                    | 5.0                                                                               | 5.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Minimum Split (s)                                                      | 11.0                                                                              | 11.0                                                                              |                                                                                   | 12.0                                                                              | 12.0                                                                              |                                                                                   | 12.0                                                                                | 12.0                                                                                | 12.0                                                                                | 12.0                                                                                | 12.0                                                                                |                                                                                     |
| Total Split (s)                                                        | 40.0                                                                              | 40.0                                                                              |                                                                                   | 20.0                                                                              | 20.0                                                                              |                                                                                   | 30.0                                                                                | 30.0                                                                                | 30.0                                                                                | 30.0                                                                                | 30.0                                                                                |                                                                                     |
| Total Split (%)                                                        | 44.4%                                                                             | 44.4%                                                                             |                                                                                   | 22.2%                                                                             | 22.2%                                                                             |                                                                                   | 33.3%                                                                               | 33.3%                                                                               | 33.3%                                                                               | 33.3%                                                                               | 33.3%                                                                               |                                                                                     |
| Maximum Green (s)                                                      | 34.0                                                                              | 34.0                                                                              |                                                                                   | 14.0                                                                              | 14.0                                                                              |                                                                                   | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                |                                                                                     |
| Yellow Time (s)                                                        | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| All-Red Time (s)                                                       | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 |                                                                                     |
| Lost Time Adjust (s)                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Lost Time (s)                                                    | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                     | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Lead/Lag                                                               | Lead                                                                              | Lead                                                                              |                                                                                   | Lag                                                                               | Lag                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?                                                     | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                               | Yes                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Vehicle Extension (s)                                                  | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |
| Minimum Gap (s)                                                        | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| Time Before Reduce (s)                                                 | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Time To Reduce (s)                                                     | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Recall Mode                                                            | C-Min                                                                             | C-Min                                                                             |                                                                                   | None                                                                              | None                                                                              |                                                                                   | None                                                                                | None                                                                                | None                                                                                | None                                                                                | None                                                                                |                                                                                     |
| Walk Time (s)                                                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Flash Dont Walk (s)                                                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Pedestrian Calls (#/hr)                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Act Effct Green (s)                                                    | 44.4                                                                              | 44.4                                                                              |                                                                                   | 42.3                                                                              | 42.3                                                                              |                                                                                   |                                                                                     | 13.7                                                                                | 13.7                                                                                | 13.7                                                                                | 13.7                                                                                |                                                                                     |
| Actuated g/C Ratio                                                     | 0.49                                                                              | 0.49                                                                              |                                                                                   | 0.47                                                                              | 0.47                                                                              |                                                                                   |                                                                                     | 0.15                                                                                | 0.15                                                                                | 0.15                                                                                | 0.15                                                                                |                                                                                     |
| v/c Ratio                                                              | 0.04                                                                              | 0.91                                                                              |                                                                                   | 0.71                                                                              | 0.43                                                                              |                                                                                   |                                                                                     | 0.67                                                                                | 0.47                                                                                | 0.27                                                                                | 0.20                                                                                |                                                                                     |
| Control Delay                                                          | 14.6                                                                              | 31.8                                                                              |                                                                                   | 40.7                                                                              | 15.4                                                                              |                                                                                   |                                                                                     | 53.8                                                                                | 9.2                                                                                 | 34.9                                                                                | 24.0                                                                                |                                                                                     |
| Queue Delay                                                            | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Delay                                                            | 14.6                                                                              | 31.8                                                                              |                                                                                   | 40.7                                                                              | 15.4                                                                              |                                                                                   |                                                                                     | 53.8                                                                                | 9.2                                                                                 | 34.9                                                                                | 24.0                                                                                |                                                                                     |
| LOS                                                                    | B                                                                                 | C                                                                                 |                                                                                   | D                                                                                 | B                                                                                 |                                                                                   |                                                                                     | D                                                                                   | A                                                                                   | C                                                                                   | C                                                                                   |                                                                                     |
| Approach Delay                                                         |                                                                                   | 31.6                                                                              |                                                                                   |                                                                                   | 21.8                                                                              |                                                                                   |                                                                                     | 27.1                                                                                |                                                                                     |                                                                                     | 29.3                                                                                |                                                                                     |
| Approach LOS                                                           |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Queue Length 50th (ft)                                                 | 4                                                                                 | 400                                                                               |                                                                                   | 92                                                                                | 128                                                                               |                                                                                   |                                                                                     | 63                                                                                  | 0                                                                                   | 25                                                                                  | 17                                                                                  |                                                                                     |
| Queue Length 95th (ft)                                                 | 17                                                                                | #662                                                                              |                                                                                   | #179                                                                              | 153                                                                               |                                                                                   |                                                                                     | 109                                                                                 | 50                                                                                  | 53                                                                                  | 45                                                                                  |                                                                                     |
| Internal Link Dist (ft)                                                |                                                                                   | 1051                                                                              |                                                                                   |                                                                                   | 562                                                                               |                                                                                   |                                                                                     | 414                                                                                 |                                                                                     |                                                                                     | 339                                                                                 |                                                                                     |
| Turn Bay Length (ft)                                                   | 200                                                                               |                                                                                   |                                                                                   | 335                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     | 100                                                                                 | 105                                                                                 |                                                                                     |                                                                                     |
| Base Capacity (vph)                                                    | 659                                                                               | 1693                                                                              |                                                                                   | 341                                                                               | 1644                                                                              |                                                                                   |                                                                                     | 302                                                                                 | 522                                                                                 | 322                                                                                 | 444                                                                                 |                                                                                     |
| Starvation Cap Reductn                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Spillback Cap Reductn                                                  | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Storage Cap Reductn                                                    | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Reduced v/c Ratio                                                      | 0.02                                                                              | 0.91                                                                              |                                                                                   | 0.70                                                                              | 0.43                                                                              |                                                                                   |                                                                                     | 0.38                                                                                | 0.33                                                                                | 0.15                                                                                | 0.11                                                                                |                                                                                     |
| Intersection Summary                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                                                             | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Cycle Length: 90                                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length: 90                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Offset: 86 (96%), Referenced to phase 1:EBL and 5:EBTL, Start of Green |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Natural Cycle: 65                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type: Actuated-Coordinated                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.91                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Signal Delay: 27.9                                        |                                                                                   |                                                                                   |                                                                                   | Intersection LOS: C                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 79.2%                                |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service D                                                            |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min) 15                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Lanes, Volumes, Timings

## 1: Barger Street & US Route 6

02/01/2024

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

Splits and Phases: 1: Barger Street & US Route 6

|                                                                                                  |                                                                                              |                                                                                                |
|--------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|
|  Ø1 (L)<br>40 s |  Ø2<br>20 s |  Ø3<br>30 s |
|  Ø5 (R)<br>40 s |  Ø6<br>20 s |                                                                                                |

# Lanes, Volumes, Timings

## 2: US Route 6 & Taconic State Parkway SB Ramps

02/01/2024

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |                                                                                   | ↑↑                                                                                | ↗                                                                                 |                                                                                   | ↑↑                                                                                | ↗                                                                                 |                                                                                    |                                                                                     |                                                                                     | ↗                                                                                   |                                                                                     | ↗                                                                                   |
| Traffic Volume (vph)       | 0                                                                                 | 964                                                                               | 556                                                                               | 0                                                                                 | 690                                                                               | 844                                                                               | 0                                                                                  | 0                                                                                   | 0                                                                                   | 114                                                                                 | 0                                                                                   | 173                                                                                 |
| Future Volume (vph)        | 0                                                                                 | 964                                                                               | 556                                                                               | 0                                                                                 | 690                                                                               | 844                                                                               | 0                                                                                  | 0                                                                                   | 0                                                                                   | 114                                                                                 | 0                                                                                   | 173                                                                                 |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                 | 12                                                                                  | 12                                                                                  | 12                                                                                  | 12                                                                                  | 12                                                                                  |
| Grade (%)                  |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Storage Length (ft)        | 0                                                                                 |                                                                                   | 325                                                                               | 0                                                                                 |                                                                                   | 600                                                                               | 0                                                                                  |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 105                                                                                 |
| Storage Lanes              | 0                                                                                 |                                                                                   | 1                                                                                 | 0                                                                                 |                                                                                   | 1                                                                                 | 0                                                                                  |                                                                                     | 0                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                 |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Frt                        |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 3406                                                                              | 1599                                                                              | 0                                                                                 | 3406                                                                              | 1615                                                                              | 0                                                                                  | 0                                                                                   | 0                                                                                   | 1787                                                                                | 0                                                                                   | 1615                                                                                |
| Flt Permitted              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 3406                                                                              | 1599                                                                              | 0                                                                                 | 3406                                                                              | 1615                                                                              | 0                                                                                  | 0                                                                                   | 0                                                                                   | 1787                                                                                | 0                                                                                   | 1615                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                    |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 604                                                                               |                                                                                   |                                                                                   | 917                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 186                                                                                 |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 642                                                                               |                                                                                   |                                                                                   | 906                                                                               |                                                                                   |                                                                                    | 282                                                                                 |                                                                                     |                                                                                     | 530                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 14.6                                                                              |                                                                                   |                                                                                   | 20.6                                                                              |                                                                                   |                                                                                    | 6.4                                                                                 |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Confl. Peds. (#/hr)        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Confl. Bikes (#/hr)        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Peak Hour Factor           | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Growth Factor              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                               | 100%                                                                                | 100%                                                                                | 100%                                                                                | 100%                                                                                | 100%                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 6%                                                                                | 1%                                                                                | 0%                                                                                | 6%                                                                                | 0%                                                                                | 0%                                                                                 | 0%                                                                                  | 0%                                                                                  | 1%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Parking (#/hr)             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mid-Block Traffic (%)      |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Adj. Flow (vph)            | 0                                                                                 | 1048                                                                              | 604                                                                               | 0                                                                                 | 750                                                                               | 917                                                                               | 0                                                                                  | 0                                                                                   | 0                                                                                   | 124                                                                                 | 0                                                                                   | 188                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 1048                                                                              | 604                                                                               | 0                                                                                 | 750                                                                               | 917                                                                               | 0                                                                                  | 0                                                                                   | 0                                                                                   | 124                                                                                 | 0                                                                                   | 188                                                                                 |
| 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                                                                                |                                                                                   |                                                                                   | 24                                                                                |                                                                                   |                                                                                    | 12                                                                                  |                                                                                     |                                                                                     | 24                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                    | 16                                                                                  |                                                                                     |                                                                                     | 26                                                                                  |                                                                                     |
| 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                                                                                 | 15                                                                                 |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        |                                                                                   | 2                                                                                 | 1                                                                                 |                                                                                   | 2                                                                                 | 1                                                                                 |                                                                                    |                                                                                     |                                                                                     | 1                                                                                   |                                                                                     | 1                                                                                   |
| Detector Template          |                                                                                   | Thru                                                                              | Right                                                                             |                                                                                   | Thru                                                                              | Right                                                                             |                                                                                    |                                                                                     |                                                                                     | Left                                                                                |                                                                                     | Right                                                                               |
| Leading Detector (ft)      |                                                                                   | 100                                                                               | 20                                                                                |                                                                                   | 100                                                                               | 20                                                                                |                                                                                    |                                                                                     |                                                                                     | 20                                                                                  |                                                                                     | 20                                                                                  |
| Trailing Detector (ft)     |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                    |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     | 0                                                                                   |
| Turn Type                  |                                                                                   | NA                                                                                | Free                                                                              |                                                                                   | NA                                                                                | Perm                                                                              |                                                                                    |                                                                                     |                                                                                     | Perm                                                                                |                                                                                     | Perm                                                                                |
| Protected Phases           |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 5                                                                                 |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Permitted Phases           |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | 5                                                                                 |                                                                                    |                                                                                     |                                                                                     | 3                                                                                   |                                                                                     | 3                                                                                   |
| Detector Phase             |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 5                                                                                 | 5                                                                                 |                                                                                    |                                                                                     |                                                                                     | 3                                                                                   |                                                                                     | 3                                                                                   |
| Switch Phase               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

AM Existing Weekday AM Peak Hour 7:15 am 05/23/2023 Existing

Synchro 11 Report  
Page 4

# Lanes, Volumes, Timings

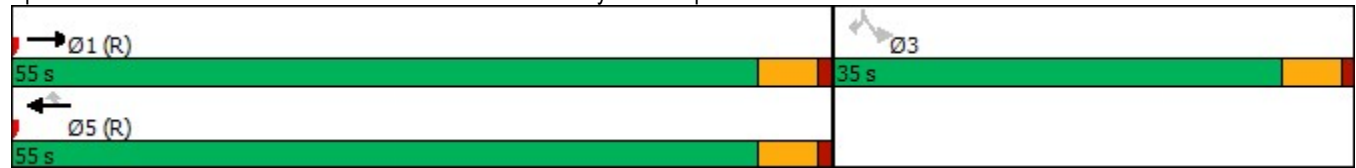
## 2: US Route 6 & Taconic State Parkway SB Ramps

02/01/2024

|                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |
|---------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                                                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Minimum Initial (s)                                                 |                                                                                   | 10.0                                                                              |                                                                                   |                                                                                   | 10.0                                                                              | 10.0                                                                              |                                                                                    |                                                                                     |                                                                                     | 5.0                                                                                 |                                                                                     | 5.0                                                                                 |
| Minimum Split (s)                                                   |                                                                                   | 15.0                                                                              |                                                                                   |                                                                                   | 15.0                                                                              | 15.0                                                                              |                                                                                    |                                                                                     |                                                                                     | 30.0                                                                                |                                                                                     | 30.0                                                                                |
| Total Split (s)                                                     |                                                                                   | 55.0                                                                              |                                                                                   |                                                                                   | 55.0                                                                              | 55.0                                                                              |                                                                                    |                                                                                     |                                                                                     | 35.0                                                                                |                                                                                     | 35.0                                                                                |
| Total Split (%)                                                     |                                                                                   | 61.1%                                                                             |                                                                                   |                                                                                   | 61.1%                                                                             | 61.1%                                                                             |                                                                                    |                                                                                     |                                                                                     | 38.9%                                                                               |                                                                                     | 38.9%                                                                               |
| Maximum Green (s)                                                   |                                                                                   | 50.0                                                                              |                                                                                   |                                                                                   | 50.0                                                                              | 50.0                                                                              |                                                                                    |                                                                                     |                                                                                     | 30.0                                                                                |                                                                                     | 30.0                                                                                |
| Yellow Time (s)                                                     |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 4.0                                                                                 |                                                                                     | 4.0                                                                                 |
| All-Red Time (s)                                                    |                                                                                   | 1.0                                                                               |                                                                                   |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 1.0                                                                                 |                                                                                     | 1.0                                                                                 |
| Lost Time Adjust (s)                                                |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Total Lost Time (s)                                                 |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 5.0                                                                                 |                                                                                     | 5.0                                                                                 |
| Lead/Lag                                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Vehicle Extension (s)                                               |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 2.0                                                                                 |                                                                                     | 2.0                                                                                 |
| Minimum Gap (s)                                                     |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 3.0                                                                                 |                                                                                     | 3.0                                                                                 |
| Time Before Reduce (s)                                              |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Time To Reduce (s)                                                  |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Recall Mode                                                         |                                                                                   | C-Min                                                                             |                                                                                   |                                                                                   | C-Min                                                                             | C-Min                                                                             |                                                                                    |                                                                                     |                                                                                     | None                                                                                |                                                                                     | None                                                                                |
| Walk Time (s)                                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 8.0                                                                                 |                                                                                     | 8.0                                                                                 |
| Flash Dont Walk (s)                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 17.0                                                                                |                                                                                     | 17.0                                                                                |
| Pedestrian Calls (#/hr)                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     | 0                                                                                   |
| Act Effect Green (s)                                                |                                                                                   | 69.3                                                                              | 90.0                                                                              |                                                                                   | 69.3                                                                              | 69.3                                                                              |                                                                                    |                                                                                     |                                                                                     | 10.7                                                                                |                                                                                     | 10.7                                                                                |
| Actuated g/C Ratio                                                  |                                                                                   | 0.77                                                                              | 1.00                                                                              |                                                                                   | 0.77                                                                              | 0.77                                                                              |                                                                                    |                                                                                     |                                                                                     | 0.12                                                                                |                                                                                     | 0.12                                                                                |
| v/c Ratio                                                           |                                                                                   | 0.40                                                                              | 0.38                                                                              |                                                                                   | 0.29                                                                              | 0.63                                                                              |                                                                                    |                                                                                     |                                                                                     | 0.58                                                                                |                                                                                     | 0.53                                                                                |
| Control Delay                                                       |                                                                                   | 3.4                                                                               | 0.8                                                                               |                                                                                   | 3.4                                                                               | 3.1                                                                               |                                                                                    |                                                                                     |                                                                                     | 48.0                                                                                |                                                                                     | 11.4                                                                                |
| Queue Delay                                                         |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Total Delay                                                         |                                                                                   | 3.4                                                                               | 0.8                                                                               |                                                                                   | 3.4                                                                               | 3.1                                                                               |                                                                                    |                                                                                     |                                                                                     | 48.0                                                                                |                                                                                     | 11.4                                                                                |
| LOS                                                                 |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   | A                                                                                 | A                                                                                 |                                                                                    |                                                                                     |                                                                                     | D                                                                                   |                                                                                     | B                                                                                   |
| Approach Delay                                                      |                                                                                   | 2.5                                                                               |                                                                                   |                                                                                   | 3.3                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 26.0                                                                                |                                                                                     |
| Approach LOS                                                        |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Queue Length 50th (ft)                                              |                                                                                   | 105                                                                               | 0                                                                                 |                                                                                   | 48                                                                                | 22                                                                                |                                                                                    |                                                                                     |                                                                                     | 68                                                                                  |                                                                                     | 1                                                                                   |
| Queue Length 95th (ft)                                              |                                                                                   | m6                                                                                | m0                                                                                |                                                                                   | 85                                                                                | 51                                                                                |                                                                                    |                                                                                     |                                                                                     | 117                                                                                 |                                                                                     | 57                                                                                  |
| Internal Link Dist (ft)                                             |                                                                                   | 562                                                                               |                                                                                   |                                                                                   | 826                                                                               |                                                                                   |                                                                                    | 202                                                                                 |                                                                                     |                                                                                     | 450                                                                                 |                                                                                     |
| Turn Bay Length (ft)                                                |                                                                                   |                                                                                   | 325                                                                               |                                                                                   |                                                                                   | 600                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 105                                                                                 |
| Base Capacity (vph)                                                 |                                                                                   | 2622                                                                              | 1599                                                                              |                                                                                   | 2622                                                                              | 1454                                                                              |                                                                                    |                                                                                     |                                                                                     | 595                                                                                 |                                                                                     | 662                                                                                 |
| 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                                                   |                                                                                   | 0.40                                                                              | 0.38                                                                              |                                                                                   | 0.29                                                                              | 0.63                                                                              |                                                                                    |                                                                                     |                                                                                     | 0.21                                                                                |                                                                                     | 0.28                                                                                |
| Intersection Summary                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                                                          | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Cycle Length: 90                                                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length: 90                                           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Offset: 0 (0%), Referenced to phase 1:EBT and 5:WBT, Start of Green |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Natural Cycle: 60                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type: Actuated-Coordinated                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.63                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Signal Delay: 4.8                                      | Intersection LOS: A                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 56.4%                             | ICU Level of Service B                                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min) 15                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

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

Splits and Phases: 2: US Route 6 & Taconic State Parkway SB Ramps



# Lanes, Volumes, Timings

## 3: Taconic State Parkway NB Ramps & US Route 6

02/01/2024

|                            | →    | ↘     | ↙     | ←    | ↖     | ↗     |
|----------------------------|------|-------|-------|------|-------|-------|
| Lane Group                 | EBT  | EBR   | WBL   | WBT  | NBL   | NBR   |
| Lane Configurations        | ↑↑   | ↑     | ↘     | ↑↑   | ↘     | ↗↗    |
| Traffic Volume (vph)       | 977  | 101   | 42    | 1472 | 62    | 259   |
| Future Volume (vph)        | 977  | 101   | 42    | 1472 | 62    | 259   |
| Ideal Flow (vphpl)         | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  |
| Lane Width (ft)            | 12   | 12    | 12    | 12   | 13    | 13    |
| Grade (%)                  | 0%   |       |       | 0%   | 0%    |       |
| Storage Length (ft)        |      | 550   | 150   |      | 440   | 280   |
| Storage Lanes              |      | 1     | 1     |      | 1     | 1     |
| Taper Length (ft)          |      |       | 150   |      | 180   |       |
| Lane Util. Factor          | 0.95 | 1.00  | 1.00  | 0.95 | 1.00  | 0.88  |
| Ped Bike Factor            |      |       |       |      |       |       |
| Frt                        |      | 0.850 |       |      |       | 0.850 |
| Flt Protected              |      |       | 0.950 |      | 0.950 |       |
| Satd. Flow (prot)          | 3374 | 1615  | 1805  | 3438 | 1776  | 2908  |
| Flt Permitted              |      |       | 0.220 |      | 0.950 |       |
| Satd. Flow (perm)          | 3374 | 1615  | 418   | 3438 | 1776  | 2908  |
| Right Turn on Red          |      | Yes   |       |      |       | Yes   |
| Satd. Flow (RTOR)          |      | 110   |       |      |       | 77    |
| Link Speed (mph)           | 30   |       |       | 30   | 30    |       |
| Link Distance (ft)         | 906  |       |       | 737  | 921   |       |
| Travel Time (s)            | 20.6 |       |       | 16.8 | 20.9  |       |
| Confl. Peds. (#/hr)        |      |       |       |      |       |       |
| Confl. Bikes (#/hr)        |      |       |       |      |       |       |
| Peak Hour Factor           | 0.92 | 0.92  | 0.92  | 0.92 | 0.92  | 0.92  |
| Growth Factor              | 100% | 100%  | 100%  | 100% | 100%  | 100%  |
| Heavy Vehicles (%)         | 7%   | 0%    | 0%    | 5%   | 5%    | 1%    |
| Bus Blockages (#/hr)       | 0    | 0     | 0     | 0    | 0     | 0     |
| Parking (#/hr)             |      |       |       |      |       |       |
| Mid-Block Traffic (%)      | 0%   |       |       | 0%   | 0%    |       |
| Adj. Flow (vph)            | 1062 | 110   | 46    | 1600 | 67    | 282   |
| Shared Lane Traffic (%)    |      |       |       |      |       |       |
| Lane Group Flow (vph)      | 1062 | 110   | 46    | 1600 | 67    | 282   |
| Enter Blocked Intersection | No   | No    | No    | No   | No    | No    |
| Lane Alignment             | Left | Right | Left  | Left | Left  | Right |
| Median Width(ft)           | 24   |       |       | 14   | 13    |       |
| Link Offset(ft)            | 0    |       |       | 0    | 0     |       |
| Crosswalk Width(ft)        | 16   |       |       | 16   | 40    |       |
| Two way Left Turn Lane     |      |       |       |      |       |       |
| Headway Factor             | 1.00 | 1.00  | 1.00  | 1.00 | 0.96  | 0.96  |
| Turning Speed (mph)        |      | 9     | 15    |      | 15    | 9     |
| Number of Detectors        | 2    | 1     | 1     | 2    | 1     | 1     |
| Detector Template          | Thru | Right | Left  | Thru | Left  | Right |
| Leading Detector (ft)      | 100  | 20    | 20    | 100  | 20    | 20    |
| Trailing Detector (ft)     | 0    | 0     | 0     | 0    | 0     | 0     |
| Turn Type                  | NA   | Perm  | pm+pt | NA   | Prot  | pm+ov |
| Protected Phases           | 2    |       | 1     | 5    | 3     | 1     |
| Permitted Phases           |      | 2     | 5     |      |       | 3     |
| Detector Phase             | 2    | 2     | 1     | 5    | 3     | 1     |
| Switch Phase               |      |       |       |      |       |       |

# Lanes, Volumes, Timings

## 3: Taconic State Parkway NB Ramps & US Route 6

02/01/2024



| Lane Group              | EBT   | EBR   | WBL   | WBT   | NBL   | NBR   |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Minimum Initial (s)     | 10.0  | 10.0  | 5.0   | 10.0  | 5.0   | 5.0   |
| Minimum Split (s)       | 23.0  | 23.0  | 10.0  | 23.0  | 10.0  | 10.0  |
| Total Split (s)         | 45.0  | 45.0  | 15.0  | 45.0  | 30.0  | 15.0  |
| Total Split (%)         | 50.0% | 50.0% | 16.7% | 50.0% | 33.3% | 16.7% |
| Maximum Green (s)       | 40.0  | 40.0  | 10.0  | 40.0  | 25.0  | 10.0  |
| Yellow Time (s)         | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)        | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |
| Lead/Lag                | Lag   | Lag   | Lead  |       |       | Lead  |
| Lead-Lag Optimize?      | Yes   | Yes   | Yes   |       |       | Yes   |
| Vehicle Extension (s)   | 3.0   | 3.0   | 2.0   | 3.0   | 2.0   | 2.0   |
| Minimum Gap (s)         | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
| Time Before Reduce (s)  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Time To Reduce (s)      | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Recall Mode             | C-Min | C-Min | None  | C-Min | None  | None  |
| Walk Time (s)           |       |       |       |       |       |       |
| Flash Dont Walk (s)     |       |       |       |       |       |       |
| Pedestrian Calls (#/hr) |       |       |       |       |       |       |
| Act Effect Green (s)    | 63.6  | 63.6  | 74.1  | 75.1  | 7.9   | 16.4  |
| Actuated g/C Ratio      | 0.71  | 0.71  | 0.82  | 0.83  | 0.09  | 0.18  |
| v/c Ratio               | 0.45  | 0.09  | 0.11  | 0.56  | 0.43  | 0.48  |
| Control Delay           | 7.4   | 1.9   | 2.7   | 4.2   | 46.7  | 25.3  |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay             | 7.4   | 1.9   | 2.7   | 4.2   | 46.7  | 25.3  |
| LOS                     | A     | A     | A     | A     | D     | C     |
| Approach Delay          | 6.9   |       |       | 4.1   | 29.4  |       |
| Approach LOS            | A     |       |       | A     | C     |       |
| Queue Length 50th (ft)  | 177   | 0     | 4     | 128   | 37    | 57    |
| Queue Length 95th (ft)  | 127   | 7     | 12    | 212   | 75    | 93    |
| Internal Link Dist (ft) | 826   |       |       | 657   | 841   |       |
| Turn Bay Length (ft)    |       | 550   | 150   |       | 440   | 280   |
| Base Capacity (vph)     | 2384  | 1173  | 498   | 2868  | 493   | 734   |
| 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       | 0.45  | 0.09  | 0.09  | 0.56  | 0.14  | 0.38  |

### Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 16 (18%), Referenced to phase 2:EBT and 5:WBTL, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay: 7.9

Intersection LOS: A

Intersection Capacity Utilization 53.2%

ICU Level of Service A

Analysis Period (min) 15

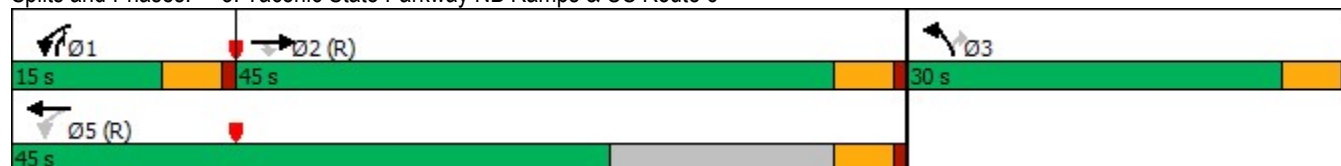


# Lanes, Volumes, Timings

## 3: Taconic State Parkway NB Ramps & US Route 6

02/01/2024

Splits and Phases: 3: Taconic State Parkway NB Ramps & US Route 6



# Lanes, Volumes, Timings

## 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6

02/01/2024

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |  |  |  |                                                                                   |  |  |                                                                                     |  |  |  |
| Traffic Volume (vph)       | 97                                                                                | 661                                                                               | 171                                                                               | 2                                                                                 | 710                                                                               | 81                                                                                | 141                                                                                | 67                                                                                  | 5                                                                                   | 40                                                                                  | 65                                                                                  | 212                                                                                 |
| Future Volume (vph)        | 97                                                                                | 661                                                                               | 171                                                                               | 2                                                                                 | 710                                                                               | 81                                                                                | 141                                                                                | 67                                                                                  | 5                                                                                   | 40                                                                                  | 65                                                                                  | 212                                                                                 |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 11                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 13                                                                                | 13                                                                                | 11                                                                                 | 11                                                                                  | 11                                                                                  | 10                                                                                  | 12                                                                                  | 10                                                                                  |
| Grade (%)                  |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Storage Length (ft)        | 415                                                                               |                                                                                   | 335                                                                               | 280                                                                               |                                                                                   | 0                                                                                 | 350                                                                                |                                                                                     | 0                                                                                   | 110                                                                                 |                                                                                     | 110                                                                                 |
| Storage Lanes              | 1                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 2                                                                                  |                                                                                     | 0                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 80                                                                                |                                                                                   |                                                                                   | 80                                                                                |                                                                                   |                                                                                   | 150                                                                                |                                                                                     |                                                                                     | 40                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 0.97                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   |                                                                                   | 0.98                                                                              | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Frt                        |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   | 0.985                                                                             |                                                                                   |                                                                                    | 0.990                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                              |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1745                                                                              | 3282                                                                              | 1524                                                                              | 1694                                                                              | 3517                                                                              | 0                                                                                 | 2665                                                                               | 1811                                                                                | 0                                                                                   | 1685                                                                                | 1900                                                                                | 1507                                                                                |
| Flt Permitted              | 0.171                                                                             |                                                                                   |                                                                                   | 0.376                                                                             |                                                                                   |                                                                                   | 0.950                                                                              |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 314                                                                               | 3282                                                                              | 1488                                                                              | 670                                                                               | 3517                                                                              | 0                                                                                 | 2665                                                                               | 1811                                                                                | 0                                                                                   | 1685                                                                                | 1900                                                                                | 1507                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                    |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 186                                                                               |                                                                                   | 12                                                                                |                                                                                   |                                                                                    | 3                                                                                   |                                                                                     |                                                                                     |                                                                                     | 230                                                                                 |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 875                                                                               |                                                                                   |                                                                                   | 2395                                                                              |                                                                                   |                                                                                    | 1106                                                                                |                                                                                     |                                                                                     | 663                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 19.9                                                                              |                                                                                   |                                                                                   | 54.4                                                                              |                                                                                   |                                                                                    | 25.1                                                                                |                                                                                     |                                                                                     | 15.1                                                                                |                                                                                     |
| Confl. Peds. (#/hr)        |                                                                                   |                                                                                   | 2                                                                                 | 2                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Confl. Bikes (#/hr)        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Peak Hour Factor           | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Growth Factor              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                               | 100%                                                                                | 100%                                                                                | 100%                                                                                | 100%                                                                                | 100%                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 10%                                                                               | 6%                                                                                | 3%                                                                                | 5%                                                                                | 0%                                                                                | 27%                                                                                | 0%                                                                                  | 6%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Parking (#/hr)             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mid-Block Traffic (%)      |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Adj. Flow (vph)            | 105                                                                               | 718                                                                               | 186                                                                               | 2                                                                                 | 772                                                                               | 88                                                                                | 153                                                                                | 73                                                                                  | 5                                                                                   | 43                                                                                  | 71                                                                                  | 230                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 105                                                                               | 718                                                                               | 186                                                                               | 2                                                                                 | 860                                                                               | 0                                                                                 | 153                                                                                | 78                                                                                  | 0                                                                                   | 43                                                                                  | 71                                                                                  | 230                                                                                 |
| 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)           |                                                                                   | 15                                                                                |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                    | 22                                                                                  |                                                                                     |                                                                                     | 22                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 36                                                                                |                                                                                   |                                                                                    | 36                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 1.04                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                              | 0.96                                                                              | 0.96                                                                              | 1.04                                                                               | 1.04                                                                                | 1.04                                                                                | 1.09                                                                                | 1.00                                                                                | 1.09                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                 |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                  | 2                                                                                   |                                                                                     | 1                                                                                   | 2                                                                                   | 1                                                                                   |
| Detector Template          | Left                                                                              | Thru                                                                              | Right                                                                             | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                               | Thru                                                                                |                                                                                     | Left                                                                                | Thru                                                                                | Right                                                                               |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               | 20                                                                                | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                 | 100                                                                                 |                                                                                     | 20                                                                                  | 100                                                                                 | 20                                                                                  |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Turn Type                  | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                |                                                                                   | Split                                                                              | NA                                                                                  |                                                                                     | Split                                                                               | NA                                                                                  | Perm                                                                                |
| Protected Phases           | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   |                                                                                     | 4                                                                                   | 4                                                                                   |                                                                                     |
| Permitted Phases           | 6                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 4                                                                                   |
| Detector Phase             | 1                                                                                 | 6                                                                                 | 6                                                                                 | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   |                                                                                     | 4                                                                                   | 4                                                                                   | 4                                                                                   |
| Switch Phase               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Lanes, Volumes, Timings

## 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6

02/01/2024

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Minimum Initial (s)     | 2.0                                                                               | 5.0                                                                               | 5.0                                                                               | 2.0                                                                               | 5.0                                                                               |                                                                                   | 2.0                                                                                | 2.0                                                                                 |                                                                                     | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |
| Minimum Split (s)       | 9.5                                                                               | 24.0                                                                              | 24.0                                                                              | 9.5                                                                               | 24.0                                                                              |                                                                                   | 48.0                                                                               | 48.0                                                                                |                                                                                     | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                |
| Total Split (s)         | 21.0                                                                              | 31.0                                                                              | 31.0                                                                              | 16.0                                                                              | 31.0                                                                              |                                                                                   | 24.0                                                                               | 24.0                                                                                |                                                                                     | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                |
| Total Split (%)         | 21.0%                                                                             | 31.0%                                                                             | 31.0%                                                                             | 16.0%                                                                             | 31.0%                                                                             |                                                                                   | 24.0%                                                                              | 24.0%                                                                               |                                                                                     | 24.0%                                                                               | 24.0%                                                                               | 24.0%                                                                               |
| Maximum Green (s)       | 15.0                                                                              | 25.0                                                                              | 25.0                                                                              | 10.0                                                                              | 25.0                                                                              |                                                                                   | 18.0                                                                               | 18.0                                                                                |                                                                                     | 18.0                                                                                | 18.0                                                                                | 18.0                                                                                |
| Yellow Time (s)         | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                | 5.0                                                                                 |                                                                                     | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |
| All-Red Time (s)        | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                                | 1.0                                                                                 |                                                                                     | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)     | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                                | 6.0                                                                                 |                                                                                     | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |
| Lead/Lag                | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                               | Lead                                                                                |                                                                                     | Lag                                                                                 | Lag                                                                                 | Lag                                                                                 |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                | 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                                                                                 | 3.0                                                                                 |
| Minimum Gap (s)         | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                | 3.0                                                                                 |                                                                                     | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |
| Time Before Reduce (s)  | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Time To Reduce (s)      | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Recall Mode             | None                                                                              | Min                                                                               | Min                                                                               | None                                                                              | Min                                                                               |                                                                                   | None                                                                               | None                                                                                |                                                                                     | None                                                                                | None                                                                                | None                                                                                |
| Walk Time (s)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 7.0                                                                                | 7.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Flash Dont Walk (s)     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 35.0                                                                               | 35.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Pedestrian Calls (#/hr) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Act Effct Green (s)     | 34.9                                                                              | 33.1                                                                              | 33.1                                                                              | 28.3                                                                              | 24.2                                                                              |                                                                                   | 9.8                                                                                | 9.8                                                                                 |                                                                                     | 8.8                                                                                 | 8.8                                                                                 | 8.8                                                                                 |
| Actuated g/C Ratio      | 0.48                                                                              | 0.46                                                                              | 0.46                                                                              | 0.39                                                                              | 0.33                                                                              |                                                                                   | 0.14                                                                               | 0.14                                                                                |                                                                                     | 0.12                                                                                | 0.12                                                                                | 0.12                                                                                |
| v/c Ratio               | 0.34                                                                              | 0.48                                                                              | 0.24                                                                              | 0.01                                                                              | 0.73                                                                              |                                                                                   | 0.42                                                                               | 0.32                                                                                |                                                                                     | 0.21                                                                                | 0.31                                                                                | 0.60                                                                                |
| Control Delay           | 13.8                                                                              | 16.3                                                                              | 3.9                                                                               | 11.5                                                                              | 27.4                                                                              |                                                                                   | 35.2                                                                               | 34.0                                                                                |                                                                                     | 33.9                                                                                | 35.4                                                                                | 12.1                                                                                |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay             | 13.8                                                                              | 16.3                                                                              | 3.9                                                                               | 11.5                                                                              | 27.4                                                                              |                                                                                   | 35.2                                                                               | 34.0                                                                                |                                                                                     | 33.9                                                                                | 35.4                                                                                | 12.1                                                                                |
| LOS                     | B                                                                                 | B                                                                                 | A                                                                                 | B                                                                                 | C                                                                                 |                                                                                   | D                                                                                  | C                                                                                   |                                                                                     | C                                                                                   | D                                                                                   | B                                                                                   |
| Approach Delay          |                                                                                   | 13.8                                                                              |                                                                                   |                                                                                   | 27.4                                                                              |                                                                                   |                                                                                    | 34.8                                                                                |                                                                                     |                                                                                     | 19.6                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Queue Length 50th (ft)  | 23                                                                                | 100                                                                               | 0                                                                                 | 0                                                                                 | 178                                                                               |                                                                                   | 34                                                                                 | 32                                                                                  |                                                                                     | 19                                                                                  | 31                                                                                  | 0                                                                                   |
| Queue Length 95th (ft)  | 60                                                                                | 234                                                                               | 43                                                                                | 4                                                                                 | #333                                                                              |                                                                                   | 69                                                                                 | 78                                                                                  |                                                                                     | 50                                                                                  | 73                                                                                  | 62                                                                                  |
| Internal Link Dist (ft) |                                                                                   | 795                                                                               |                                                                                   |                                                                                   | 2315                                                                              |                                                                                   |                                                                                    | 1026                                                                                |                                                                                     |                                                                                     | 583                                                                                 |                                                                                     |
| Turn Bay Length (ft)    | 415                                                                               |                                                                                   | 335                                                                               | 280                                                                               |                                                                                   |                                                                                   | 350                                                                                |                                                                                     |                                                                                     | 110                                                                                 |                                                                                     | 110                                                                                 |
| Base Capacity (vph)     | 461                                                                               | 1652                                                                              | 841                                                                               | 440                                                                               | 1273                                                                              |                                                                                   | 690                                                                                | 471                                                                                 |                                                                                     | 436                                                                                 | 492                                                                                 | 560                                                                                 |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Reduced v/c Ratio       | 0.23                                                                              | 0.43                                                                              | 0.22                                                                              | 0.00                                                                              | 0.68                                                                              |                                                                                   | 0.22                                                                               | 0.17                                                                                |                                                                                     | 0.10                                                                                | 0.14                                                                                | 0.41                                                                                |

### Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 72.3

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 21.4

Intersection LOS: C

Intersection Capacity Utilization 54.4%

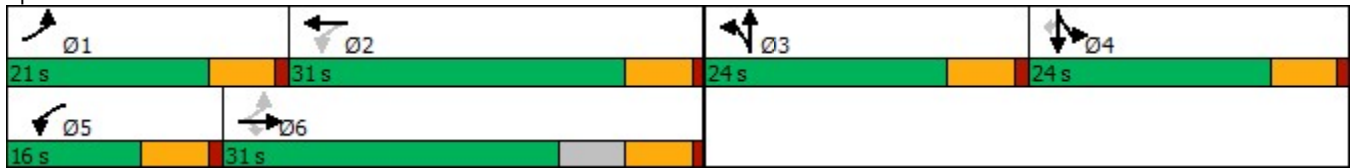
ICU Level of Service A

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6



Lanes, Volumes, Timings  
8: Hill Boulevard & US Route 6

02/01/2024

|                            |  |  |  |  |  |  |   |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (vph)       | 17                                                                                | 654                                                                               | 35                                                                                | 47                                                                                | 720                                                                               | 16                                                                                | 49                                                                                  | 24                                                                                  | 72                                                                                  | 9                                                                                   | 50                                                                                  | 24                                                                                  |
| Future Volume (vph)        | 17                                                                                | 654                                                                               | 35                                                                                | 47                                                                                | 720                                                                               | 16                                                                                | 49                                                                                  | 24                                                                                  | 72                                                                                  | 9                                                                                   | 50                                                                                  | 24                                                                                  |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 11                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 13                                                                                | 13                                                                                | 11                                                                                  | 11                                                                                  | 11                                                                                  | 11                                                                                  | 11                                                                                  | 11                                                                                  |
| Grade (%)                  |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Storage Length (ft)        | 280                                                                               |                                                                                   | 0                                                                                 | 400                                                                               |                                                                                   | 0                                                                                 | 85                                                                                  |                                                                                     | 0                                                                                   | 100                                                                                 |                                                                                     | 0                                                                                   |
| Storage Lanes              | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                   |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     | 0                                                                                   |
| Taper Length (ft)          | 80                                                                                |                                                                                   |                                                                                   | 140                                                                               |                                                                                   |                                                                                   | 80                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Frt                        |                                                                                   | 0.992                                                                             |                                                                                   |                                                                                   | 0.997                                                                             |                                                                                   |                                                                                     |                                                                                     | 0.850                                                                               |                                                                                     | 0.951                                                                               |                                                                                     |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1711                                                                              | 3511                                                                              | 0                                                                                 | 1711                                                                              | 3646                                                                              | 0                                                                                 | 1711                                                                                | 1801                                                                                | 1531                                                                                | 1711                                                                                | 1712                                                                                | 0                                                                                   |
| Flt Permitted              | 0.321                                                                             |                                                                                   |                                                                                   | 0.281                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 578                                                                               | 3511                                                                              | 0                                                                                 | 506                                                                               | 3646                                                                              | 0                                                                                 | 1711                                                                                | 1801                                                                                | 1531                                                                                | 1711                                                                                | 1712                                                                                | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   |                                                                                     |                                                                                     | 174                                                                                 |                                                                                     | 22                                                                                  |                                                                                     |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                     | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 2395                                                                              |                                                                                   |                                                                                   | 2100                                                                              |                                                                                   |                                                                                     | 540                                                                                 |                                                                                     |                                                                                     | 1483                                                                                |                                                                                     |
| Travel Time (s)            |                                                                                   | 54.4                                                                              |                                                                                   |                                                                                   | 47.7                                                                              |                                                                                   |                                                                                     | 12.3                                                                                |                                                                                     |                                                                                     | 33.7                                                                                |                                                                                     |
| Confl. Peds. (#/hr)        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Confl. Bikes (#/hr)        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Peak Hour Factor           | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Growth Factor              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                                | 100%                                                                                | 100%                                                                                | 100%                                                                                | 100%                                                                                | 100%                                                                                |
| Heavy Vehicles (%)         | 2%                                                                                | 2%                                                                                | 2%                                                                                | 2%                                                                                | 2%                                                                                | 2%                                                                                | 2%                                                                                  | 2%                                                                                  | 2%                                                                                  | 2%                                                                                  | 2%                                                                                  | 2%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Parking (#/hr)             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mid-Block Traffic (%)      |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Adj. Flow (vph)            | 18                                                                                | 711                                                                               | 38                                                                                | 51                                                                                | 783                                                                               | 17                                                                                | 53                                                                                  | 26                                                                                  | 78                                                                                  | 10                                                                                  | 54                                                                                  | 26                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 18                                                                                | 749                                                                               | 0                                                                                 | 51                                                                                | 800                                                                               | 0                                                                                 | 53                                                                                  | 26                                                                                  | 78                                                                                  | 10                                                                                  | 80                                                                                  | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                                | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)           |                                                                                   | 15                                                                                |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                     | 14                                                                                  |                                                                                     |                                                                                     | 11                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 1.04                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                              | 0.96                                                                              | 0.96                                                                              | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   | 1                                                                                   | 2                                                                                   |                                                                                     |
| Detector Template          | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                                | Thru                                                                                | Right                                                                               | Left                                                                                | Thru                                                                                |                                                                                     |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                  | 100                                                                                 | 20                                                                                  | 20                                                                                  | 100                                                                                 |                                                                                     |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                             | NA                                                                                |                                                                                   | Split                                                                               | NA                                                                                  | Perm                                                                                | Split                                                                               | NA                                                                                  |                                                                                     |
| Protected Phases           | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                   | 3                                                                                   |                                                                                     | 4                                                                                   | 4                                                                                   |                                                                                     |
| Permitted Phases           | 6                                                                                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     | 3                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Detector Phase             | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 4                                                                                   | 4                                                                                   |                                                                                     |
| Switch Phase               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Lanes, Volumes, Timings  
8: Hill Boulevard & US Route 6

02/01/2024

|                                                                |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                                                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Minimum Initial (s)                                            | 5.0                                                                               | 12.0                                                                              |                                                                                   | 5.0                                                                               | 12.0                                                                              |                                                                                   | 5.0                                                                                | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| Minimum Split (s)                                              | 11.0                                                                              | 18.0                                                                              |                                                                                   | 11.0                                                                              | 18.0                                                                              |                                                                                   | 11.0                                                                               | 11.0                                                                                | 11.0                                                                                | 41.0                                                                                | 41.0                                                                                |                                                                                     |
| Total Split (s)                                                | 16.0                                                                              | 36.0                                                                              |                                                                                   | 16.0                                                                              | 36.0                                                                              |                                                                                   | 21.0                                                                               | 21.0                                                                                | 21.0                                                                                | 21.0                                                                                | 21.0                                                                                |                                                                                     |
| Total Split (%)                                                | 17.0%                                                                             | 38.3%                                                                             |                                                                                   | 17.0%                                                                             | 38.3%                                                                             |                                                                                   | 22.3%                                                                              | 22.3%                                                                               | 22.3%                                                                               | 22.3%                                                                               | 22.3%                                                                               |                                                                                     |
| Maximum Green (s)                                              | 10.0                                                                              | 30.0                                                                              |                                                                                   | 10.0                                                                              | 30.0                                                                              |                                                                                   | 15.0                                                                               | 15.0                                                                                | 15.0                                                                                | 15.0                                                                                | 15.0                                                                                |                                                                                     |
| Yellow Time (s)                                                | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| All-Red Time (s)                                               | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                                | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 |                                                                                     |
| Lost Time Adjust (s)                                           | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Lost Time (s)                                            | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                                | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Lead/Lag                                                       | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                               | Lead                                                                                | Lead                                                                                | Lag                                                                                 | Lag                                                                                 |                                                                                     |
| Lead-Lag Optimize?                                             | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |                                                                                     |
| Vehicle Extension (s)                                          | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                                | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |
| Minimum Gap (s)                                                | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| Time Before Reduce (s)                                         | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Time To Reduce (s)                                             | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Recall Mode                                                    | None                                                                              | Min                                                                               |                                                                                   | None                                                                              | Min                                                                               |                                                                                   | None                                                                               | None                                                                                | None                                                                                | None                                                                                | None                                                                                |                                                                                     |
| Walk Time (s)                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |                                                                                     |
| Flash Dont Walk (s)                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 28.0                                                                                | 28.0                                                                                |                                                                                     |
| Pedestrian Calls (#/hr)                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |
| Act Effct Green (s)                                            | 26.6                                                                              | 26.1                                                                              |                                                                                   | 29.5                                                                              | 30.5                                                                              |                                                                                   | 7.3                                                                                | 7.3                                                                                 | 7.3                                                                                 | 7.5                                                                                 | 7.5                                                                                 |                                                                                     |
| Actuated g/C Ratio                                             | 0.49                                                                              | 0.48                                                                              |                                                                                   | 0.54                                                                              | 0.56                                                                              |                                                                                   | 0.13                                                                               | 0.13                                                                                | 0.13                                                                                | 0.14                                                                                | 0.14                                                                                |                                                                                     |
| v/c Ratio                                                      | 0.04                                                                              | 0.44                                                                              |                                                                                   | 0.12                                                                              | 0.39                                                                              |                                                                                   | 0.23                                                                               | 0.11                                                                                | 0.22                                                                                | 0.04                                                                                | 0.31                                                                                |                                                                                     |
| Control Delay                                                  | 9.6                                                                               | 17.0                                                                              |                                                                                   | 9.6                                                                               | 12.3                                                                              |                                                                                   | 30.9                                                                               | 29.9                                                                                | 1.4                                                                                 | 28.7                                                                                | 25.3                                                                                |                                                                                     |
| Queue Delay                                                    | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Delay                                                    | 9.6                                                                               | 17.0                                                                              |                                                                                   | 9.6                                                                               | 12.3                                                                              |                                                                                   | 30.9                                                                               | 29.9                                                                                | 1.4                                                                                 | 28.7                                                                                | 25.3                                                                                |                                                                                     |
| LOS                                                            | A                                                                                 | B                                                                                 |                                                                                   | A                                                                                 | B                                                                                 |                                                                                   | C                                                                                  | C                                                                                   | A                                                                                   | C                                                                                   | C                                                                                   |                                                                                     |
| Approach Delay                                                 |                                                                                   | 16.9                                                                              |                                                                                   |                                                                                   | 12.1                                                                              |                                                                                   |                                                                                    | 16.1                                                                                |                                                                                     |                                                                                     | 25.7                                                                                |                                                                                     |
| Approach LOS                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Queue Length 50th (ft)                                         | 3                                                                                 | 128                                                                               |                                                                                   | 9                                                                                 | 94                                                                                |                                                                                   | 19                                                                                 | 9                                                                                   | 0                                                                                   | 3                                                                                   | 20                                                                                  |                                                                                     |
| Queue Length 95th (ft)                                         | 14                                                                                | 214                                                                               |                                                                                   | 28                                                                                | 222                                                                               |                                                                                   | 57                                                                                 | 34                                                                                  | 0                                                                                   | 18                                                                                  | 66                                                                                  |                                                                                     |
| Internal Link Dist (ft)                                        |                                                                                   | 2315                                                                              |                                                                                   |                                                                                   | 2020                                                                              |                                                                                   |                                                                                    | 460                                                                                 |                                                                                     |                                                                                     | 1403                                                                                |                                                                                     |
| Turn Bay Length (ft)                                           | 280                                                                               |                                                                                   |                                                                                   | 400                                                                               |                                                                                   |                                                                                   | 85                                                                                 |                                                                                     |                                                                                     | 100                                                                                 |                                                                                     |                                                                                     |
| Base Capacity (vph)                                            | 547                                                                               | 2248                                                                              |                                                                                   | 534                                                                               | 2385                                                                              |                                                                                   | 547                                                                                | 575                                                                                 | 607                                                                                 | 547                                                                                 | 562                                                                                 |                                                                                     |
| 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                                              | 0.03                                                                              | 0.33                                                                              |                                                                                   | 0.10                                                                              | 0.34                                                                              |                                                                                   | 0.10                                                                               | 0.05                                                                                | 0.13                                                                                | 0.02                                                                                | 0.14                                                                                |                                                                                     |
| Intersection Summary                                           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type: Other                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Cycle Length: 94                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length: 54.5                                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Natural Cycle: 85                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type: Actuated-Uncoordinated                           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.44                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Signal Delay: 15.1 Intersection LOS: B            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 49.0% ICU Level of Service A |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min) 15                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Lanes, Volumes, Timings  
 8: Hill Boulevard & US Route 6

02/01/2024

Splits and Phases: 8: Hill Boulevard & US Route 6

|                                                                                              |                                                                                              |                                                                                              |                                                                                                |
|----------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|
|  Ø1<br>16 s |  Ø2<br>36 s |  Ø3<br>21 s |  Ø4<br>21 s |
|  Ø5<br>16 s |  Ø6<br>36 s |                                                                                              |                                                                                                |

HCM 6th TWSC  
4: E Main Street & US Route 6

02/01/2024

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 23.2 |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      | ↰    | ↱    |      | ↰    | ↱    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 307  | 922  | 7    | 8    | 1053 | 2    | 2    | 0    | 6    | 1    | 0    | 459  |
| Future Vol, veh/h        | 307  | 922  | 7    | 8    | 1053 | 2    | 2    | 0    | 6    | 1    | 0    | 459  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | 150  | -    | -    | 140  | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 5    | 0    | 0    | 0    | 0    | 8    | 0    | 0    | 0    |
| Mvmt Flow                | 334  | 1002 | 8    | 9    | 1145 | 2    | 2    | 0    | 7    | 1    | 0    | 499  |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |      |      | Minor2 |      |       |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|-------|
| Conflicting Flow All | 1147   | 0 | 0 | 1010   | 0 | 0 | 2265   | 2839 | 505  | 2333   | 2842 | 574   |
| Stage 1              | -      | - | - | -      | - | - | 1674   | 1674 | -    | 1164   | 1164 | -     |
| Stage 2              | -      | - | - | -      | - | - | 591    | 1165 | -    | 1169   | 1678 | -     |
| Critical Hdwy        | 4.1    | - | - | 4.2    | - | - | 7.5    | 6.5  | 7.06 | 7.5    | 6.5  | 6.9   |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.5    | 5.5  | -    | 6.5    | 5.5  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.5    | 5.5  | -    | 6.5    | 5.5  | -     |
| Follow-up Hdwy       | 2.2    | - | - | 2.25   | - | - | 3.5    | 4    | 3.38 | 3.5    | 4    | 3.3   |
| Pot Cap-1 Maneuver   | 616    | - | - | 664    | - | - | 23     | 18   | 497  | 20     | 18   | ~ 467 |
| Stage 1              | -      | - | - | -      | - | - | 101    | 154  | -    | 210    | 271  | -     |
| Stage 2              | -      | - | - | -      | - | - | 465    | 271  | -    | 209    | 153  | -     |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -    | -    | -      | -    | -     |
| Mov Cap-1 Maneuver   | 616    | - | - | 664    | - | - | -      | 8    | 497  | 11     | 8    | ~ 467 |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | -      | 8    | -    | 11     | 8    | -     |
| Stage 1              | -      | - | - | -      | - | - | 46     | 71   | -    | 96     | 267  | -     |
| Stage 2              | -      | - | - | -      | - | - | -      | 267  | -    | 94     | 70   | -     |

| Approach             | EB  | WB  | NB | SB    |
|----------------------|-----|-----|----|-------|
| HCM Control Delay, s | 4.4 | 0.1 |    | 127.8 |
| HCM LOS              |     |     | -  | F     |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | -     | 616   | -   | -   | 664   | -   | -   | 428   |
| HCM Lane V/C Ratio    | -     | 0.542 | -   | -   | 0.013 | -   | -   | 1.168 |
| HCM Control Delay (s) | -     | 17.5  | -   | -   | 10.5  | -   | -   | 127.8 |
| HCM Lane LOS          | -     | C     | -   | -   | B     | -   | -   | F     |
| HCM 95th %tile Q(veh) | -     | 3.2   | -   | -   | 0     | -   | -   | 18.9  |

| Notes                      |                        |                            |                                |
|----------------------------|------------------------|----------------------------|--------------------------------|
| ~: Volume exceeds capacity | \$. Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |



HCM 6th TWSC  
5: E Main Street & Old Rt 6

02/01/2024

| Intersection             |                                                                                   |       |        |                                                                                   |      |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|-------|--------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0                                                                                 |       |        |                                                                                   |      |                                                                                   |
| Movement                 | EBT                                                                               | EBR   | WBL    | WBT                                                                               | NBL  | NBR                                                                               |
| Lane Configurations      |  |       |        |  |      |  |
| Traffic Vol, veh/h       | 0                                                                                 | 1     | 459    | 2                                                                                 | 1    | 308                                                                               |
| Future Vol, veh/h        | 0                                                                                 | 1     | 459    | 2                                                                                 | 1    | 308                                                                               |
| 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         | 92                                                                                | 92    | 92     | 92                                                                                | 92   | 92                                                                                |
| Heavy Vehicles, %        | 6                                                                                 | 1     | 0      | 5                                                                                 | 1    | 0                                                                                 |
| Mvmt Flow                | 0                                                                                 | 1     | 499    | 2                                                                                 | 1    | 335                                                                               |
|                          |                                                                                   |       |        |                                                                                   |      |                                                                                   |
| Major/Minor              | Minor2                                                                            |       | Major2 |                                                                                   |      |                                                                                   |
| Conflicting Flow All     | 1000                                                                              | 2     | 0      | 0                                                                                 |      |                                                                                   |
| Stage 1                  | 1000                                                                              | -     | -      | -                                                                                 |      |                                                                                   |
| Stage 2                  | 0                                                                                 | -     | -      | -                                                                                 |      |                                                                                   |
| Critical Hdwy            | 6.56                                                                              | 6.21  | 4.1    | -                                                                                 |      |                                                                                   |
| Critical Hdwy Stg 1      | 5.56                                                                              | -     | -      | -                                                                                 |      |                                                                                   |
| Critical Hdwy Stg 2      | -                                                                                 | -     | -      | -                                                                                 |      |                                                                                   |
| Follow-up Hdwy           | 4.054                                                                             | 3.309 | 2.2    | -                                                                                 |      |                                                                                   |
| Pot Cap-1 Maneuver       | 239                                                                               | 1085  | -      | -                                                                                 |      |                                                                                   |
| Stage 1                  | 316                                                                               | -     | -      | -                                                                                 |      |                                                                                   |
| Stage 2                  | -                                                                                 | -     | -      | -                                                                                 |      |                                                                                   |
| Platoon blocked, %       |                                                                                   |       |        |                                                                                   |      |                                                                                   |
| Mov Cap-1 Maneuver       | 0                                                                                 | 1085  | -      | -                                                                                 |      |                                                                                   |
| Mov Cap-2 Maneuver       | 0                                                                                 | -     | -      | -                                                                                 |      |                                                                                   |
| Stage 1                  | 0                                                                                 | -     | -      | -                                                                                 |      |                                                                                   |
| Stage 2                  | 0                                                                                 | -     | -      | -                                                                                 |      |                                                                                   |
|                          |                                                                                   |       |        |                                                                                   |      |                                                                                   |
|                          |                                                                                   |       |        |                                                                                   |      |                                                                                   |
| Approach                 | EB                                                                                |       | WB     |                                                                                   |      |                                                                                   |
| HCM Control Delay, s     | 8.3                                                                               |       |        |                                                                                   |      |                                                                                   |
| HCM LOS                  | A                                                                                 |       |        |                                                                                   |      |                                                                                   |
|                          |                                                                                   |       |        |                                                                                   |      |                                                                                   |
| Minor Lane/Major Mvmt    | EBLn1                                                                             | WBL   | WBT    |                                                                                   |      |                                                                                   |
| Capacity (veh/h)         | 1085                                                                              | -     | -      |                                                                                   |      |                                                                                   |
| HCM Lane V/C Ratio       | 0.001                                                                             | -     | -      |                                                                                   |      |                                                                                   |
| HCM Control Delay (s)    | 8.3                                                                               | -     | -      |                                                                                   |      |                                                                                   |
| HCM Lane LOS             | A                                                                                 | -     | -      |                                                                                   |      |                                                                                   |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -     | -      |                                                                                   |      |                                                                                   |

**Intersection**

Int Delay, s/veh 2.1

| Movement                 | EBT                                                                               | EBR  | WBL  | WBT                                                                               | NBL                                                                               | NBR  |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 195                                                                               | 84   | 127  | 416                                                                               | 11                                                                                | 50   |
| Future Vol, veh/h        | 195                                                                               | 84   | 127  | 416                                                                               | 11                                                                                | 50   |
| 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, %        | 6                                                                                 | 0    | 13   | 4                                                                                 | 0                                                                                 | 0    |
| Mvmt Flow                | 212                                                                               | 91   | 138  | 452                                                                               | 12                                                                                | 54   |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 303    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.23   |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.317  |
| Pot Cap-1 Maneuver   | -      | -      | 1198   |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 1198   |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach             | EB | WB | NB   |
|----------------------|----|----|------|
| HCM Control Delay, s | 0  | 2  | 12.4 |
| HCM LOS              |    |    | B    |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 551   | -   | -   | 1198  | -   |
| HCM Lane V/C Ratio    | 0.12  | -   | -   | 0.115 | -   |
| HCM Control Delay (s) | 12.4  | -   | -   | 8.4   | 0   |
| HCM Lane LOS          | B     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 0.4   | -   | -   | 0.4   | -   |

| Intersection             |        |      |      |        |       |      |        |       |       |        |       |       |
|--------------------------|--------|------|------|--------|-------|------|--------|-------|-------|--------|-------|-------|
| Int Delay, s/veh         | 0.9    |      |      |        |       |      |        |       |       |        |       |       |
| Movement                 | EBL    | EBT  | EBR  | WBL    | WBT   | WBR  | NBL    | NBT   | NBR   | SBL    | SBT   | SBR   |
| Lane Configurations      |        | ↕    |      |        | ↕     |      |        | ↕     |       |        | ↕     |       |
| Traffic Vol, veh/h       | 0      | 168  | 27   | 70     | 543   | 0    | 3      | 0     | 16    | 0      | 0     | 0     |
| Future Vol, veh/h        | 0      | 168  | 27   | 70     | 543   | 0    | 3      | 0     | 16    | 0      | 0     | 0     |
| Conflicting Peds, #/hr   | 0      | 0    | 0    | 0      | 0     | 0    | 0      | 0     | 0     | 0      | 0     | 0     |
| Sign Control             | Free   | Free | Free | Free   | Free  | Free | Stop   | Stop  | Stop  | Stop   | Stop  | Stop  |
| RT Channelized           | -      | -    | None | -      | -     | None | -      | -     | None  | -      | -     | None  |
| Storage Length           | -      | -    | -    | -      | -     | -    | -      | -     | -     | -      | -     | -     |
| Veh in Median Storage, # | -      | 0    | -    | -      | 0     | -    | -      | 0     | -     | -      | 0     | -     |
| Grade, %                 | -      | 0    | -    | -      | 0     | -    | -      | 0     | -     | -      | 0     | -     |
| Peak Hour Factor         | 92     | 92   | 92   | 92     | 92    | 92   | 92     | 92    | 92    | 92     | 92    | 92    |
| Heavy Vehicles, %        | 2      | 2    | 2    | 2      | 2     | 2    | 2      | 2     | 2     | 2      | 2     | 2     |
| Mvmt Flow                | 0      | 183  | 29   | 76     | 590   | 0    | 3      | 0     | 17    | 0      | 0     | 0     |
|                          |        |      |      |        |       |      |        |       |       |        |       |       |
| Major/Minor              | Major1 |      |      | Major2 |       |      | Minor1 |       |       | Minor2 |       |       |
| Conflicting Flow All     | 590    | 0    | 0    | 212    | 0     | 0    | 940    | 940   | 198   | 948    | 954   | 590   |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 198    | 198   | -     | 742    | 742   | -     |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 742    | 742   | -     | 206    | 212   | -     |
| Critical Hdwy            | 4.12   | -    | -    | 4.12   | -     | -    | 7.12   | 6.52  | 6.22  | 7.12   | 6.52  | 6.22  |
| Critical Hdwy Stg 1      | -      | -    | -    | -      | -     | -    | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Critical Hdwy Stg 2      | -      | -    | -    | -      | -     | -    | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Follow-up Hdwy           | 2.218  | -    | -    | 2.218  | -     | -    | 3.518  | 4.018 | 3.318 | 3.518  | 4.018 | 3.318 |
| Pot Cap-1 Maneuver       | 985    | -    | -    | 1358   | -     | -    | 244    | 264   | 843   | 241    | 259   | 508   |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 804    | 737   | -     | 408    | 422   | -     |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 408    | 422   | -     | 796    | 727   | -     |
| Platoon blocked, %       |        | -    | -    |        | -     | -    |        |       |       |        |       |       |
| Mov Cap-1 Maneuver       | 985    | -    | -    | 1358   | -     | -    | 229    | 242   | 843   | 221    | 238   | 508   |
| Mov Cap-2 Maneuver       | -      | -    | -    | -      | -     | -    | 229    | 242   | -     | 221    | 238   | -     |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 804    | 737   | -     | 408    | 387   | -     |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 374    | 387   | -     | 780    | 727   | -     |
|                          |        |      |      |        |       |      |        |       |       |        |       |       |
|                          |        |      |      |        |       |      |        |       |       |        |       |       |
| Approach                 | EB     |      |      | WB     |       |      | NB     |       |       | SB     |       |       |
| HCM Control Delay, s     | 0      |      |      | 0.9    |       |      | 11.3   |       |       | 0      |       |       |
| HCM LOS                  |        |      |      |        |       |      | B      |       |       | A      |       |       |
|                          |        |      |      |        |       |      |        |       |       |        |       |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBL  | EBT  | EBR    | WBL   | WBT  | WBR    | SBLn1 |       |        |       |       |
| Capacity (veh/h)         | 592    | 985  | -    | -      | 1358  | -    | -      | -     |       |        |       |       |
| HCM Lane V/C Ratio       | 0.035  | -    | -    | -      | 0.056 | -    | -      | -     |       |        |       |       |
| HCM Control Delay (s)    | 11.3   | 0    | -    | -      | 7.8   | 0    | -      | 0     |       |        |       |       |
| HCM Lane LOS             | B      | A    | -    | -      | A     | A    | -      | A     |       |        |       |       |
| HCM 95th %tile Q(veh)    | 0.1    | 0    | -    | -      | 0.2   | -    | -      | -     |       |        |       |       |



# Lanes, Volumes, Timings

## 1: Barger Street & US Route 6

02/01/2024

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |                                                                                   |  |  |                                                                                   |                                                                                    |  |  |  |  |  |
| Traffic Volume (vph)       | 5                                                                                 | 1042                                                                              | 102                                                                               | 253                                                                               | 1063                                                                              | 7                                                                                 | 265                                                                                | 57                                                                                  | 293                                                                                 | 42                                                                                  | 29                                                                                  | 36                                                                                  |
| Future Volume (vph)        | 5                                                                                 | 1042                                                                              | 102                                                                               | 253                                                                               | 1063                                                                              | 7                                                                                 | 265                                                                                | 57                                                                                  | 293                                                                                 | 42                                                                                  | 29                                                                                  | 36                                                                                  |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 11                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 11                                                                                 | 11                                                                                  | 12                                                                                  | 10                                                                                  | 10                                                                                  | 10                                                                                  |
| Grade (%)                  |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Storage Length (ft)        | 200                                                                               |                                                                                   | 0                                                                                 | 335                                                                               |                                                                                   | 0                                                                                 | 0                                                                                  |                                                                                     | 100                                                                                 | 105                                                                                 |                                                                                     | 0                                                                                   |
| Storage Lanes              | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                  |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     | 0                                                                                   |
| Taper Length (ft)          | 150                                                                               |                                                                                   |                                                                                   | 210                                                                               |                                                                                   |                                                                                   | 25                                                                                 |                                                                                     |                                                                                     | 120                                                                                 |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Frt                        |                                                                                   | 0.987                                                                             |                                                                                   |                                                                                   | 0.999                                                                             |                                                                                   |                                                                                    |                                                                                     | 0.850                                                                               |                                                                                     | 0.918                                                                               |                                                                                     |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                    | 0.960                                                                               |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1745                                                                              | 3531                                                                              | 0                                                                                 | 1770                                                                              | 3524                                                                              | 0                                                                                 | 0                                                                                  | 1709                                                                                | 1599                                                                                | 1652                                                                                | 1485                                                                                | 0                                                                                   |
| Flt Permitted              | 0.141                                                                             |                                                                                   |                                                                                   | 0.141                                                                             |                                                                                   |                                                                                   |                                                                                    | 0.715                                                                               |                                                                                     | 0.323                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 259                                                                               | 3531                                                                              | 0                                                                                 | 263                                                                               | 3524                                                                              | 0                                                                                 | 0                                                                                  | 1273                                                                                | 1599                                                                                | 562                                                                                 | 1485                                                                                | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                    |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   | 13                                                                                |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                    |                                                                                     | 248                                                                                 |                                                                                     | 39                                                                                  |                                                                                     |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 1131                                                                              |                                                                                   |                                                                                   | 642                                                                               |                                                                                   |                                                                                    | 494                                                                                 |                                                                                     |                                                                                     | 419                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 25.7                                                                              |                                                                                   |                                                                                   | 14.6                                                                              |                                                                                   |                                                                                    | 11.2                                                                                |                                                                                     |                                                                                     | 9.5                                                                                 |                                                                                     |
| Confl. Peds. (#/hr)        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Confl. Bikes (#/hr)        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Peak Hour Factor           | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Growth Factor              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                               | 100%                                                                                | 100%                                                                                | 100%                                                                                | 100%                                                                                | 100%                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 1%                                                                                | 0%                                                                                | 2%                                                                                | 2%                                                                                | 50%                                                                               | 3%                                                                                 | 4%                                                                                  | 1%                                                                                  | 2%                                                                                  | 14%                                                                                 | 6%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Parking (#/hr)             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mid-Block Traffic (%)      |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Adj. Flow (vph)            | 5                                                                                 | 1133                                                                              | 111                                                                               | 275                                                                               | 1155                                                                              | 8                                                                                 | 288                                                                                | 62                                                                                  | 318                                                                                 | 46                                                                                  | 32                                                                                  | 39                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 5                                                                                 | 1244                                                                              | 0                                                                                 | 275                                                                               | 1163                                                                              | 0                                                                                 | 0                                                                                  | 350                                                                                 | 318                                                                                 | 46                                                                                  | 71                                                                                  | 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                                                                                |                                                                                   |                                                                                   | 18                                                                                |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 10                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                    | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 1.04                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                               | 1.04                                                                                | 1.00                                                                                | 1.09                                                                                | 1.09                                                                                | 1.09                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                 |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                  | 2                                                                                   | 1                                                                                   | 1                                                                                   | 2                                                                                   |                                                                                     |
| Detector Template          | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                               | Thru                                                                                | Right                                                                               | Left                                                                                | Thru                                                                                |                                                                                     |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                 | 100                                                                                 | 20                                                                                  | 20                                                                                  | 100                                                                                 |                                                                                     |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                             | NA                                                                                |                                                                                   | Perm                                                                               | NA                                                                                  | Perm                                                                                | Perm                                                                                | NA                                                                                  |                                                                                     |
| Protected Phases           | 1                                                                                 | 5                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   |                                                                                    | 3                                                                                   |                                                                                     |                                                                                     | 3                                                                                   |                                                                                     |
| Permitted Phases           | 5                                                                                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   | 3                                                                                  |                                                                                     | 3                                                                                   | 3                                                                                   |                                                                                     |                                                                                     |
| Detector Phase             | 1                                                                                 | 5                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   |                                                                                     |
| Switch Phase               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Lanes, Volumes, Timings  
1: Barger Street & US Route 6

02/01/2024

|                                                                        |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                                                             | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Minimum Initial (s)                                                    | 5.0                                                                               | 5.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Minimum Split (s)                                                      | 11.0                                                                              | 11.0                                                                              |                                                                                   | 12.0                                                                              | 12.0                                                                              |                                                                                   | 12.0                                                                                | 12.0                                                                                | 12.0                                                                                | 12.0                                                                                | 12.0                                                                                |                                                                                     |
| Total Split (s)                                                        | 40.0                                                                              | 40.0                                                                              |                                                                                   | 20.0                                                                              | 20.0                                                                              |                                                                                   | 30.0                                                                                | 30.0                                                                                | 30.0                                                                                | 30.0                                                                                | 30.0                                                                                |                                                                                     |
| Total Split (%)                                                        | 44.4%                                                                             | 44.4%                                                                             |                                                                                   | 22.2%                                                                             | 22.2%                                                                             |                                                                                   | 33.3%                                                                               | 33.3%                                                                               | 33.3%                                                                               | 33.3%                                                                               | 33.3%                                                                               |                                                                                     |
| Maximum Green (s)                                                      | 34.0                                                                              | 34.0                                                                              |                                                                                   | 14.0                                                                              | 14.0                                                                              |                                                                                   | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                |                                                                                     |
| Yellow Time (s)                                                        | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| All-Red Time (s)                                                       | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 |                                                                                     |
| Lost Time Adjust (s)                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Lost Time (s)                                                    | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                     | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Lead/Lag                                                               | Lead                                                                              | Lead                                                                              |                                                                                   | Lag                                                                               | Lag                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?                                                     | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                               | Yes                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Vehicle Extension (s)                                                  | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |
| Minimum Gap (s)                                                        | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| Time Before Reduce (s)                                                 | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Time To Reduce (s)                                                     | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Recall Mode                                                            | C-Min                                                                             | C-Min                                                                             |                                                                                   | None                                                                              | None                                                                              |                                                                                   | None                                                                                | None                                                                                | None                                                                                | None                                                                                | None                                                                                |                                                                                     |
| Walk Time (s)                                                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Flash Dont Walk (s)                                                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Pedestrian Calls (#/hr)                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Act Effct Green (s)                                                    | 33.5                                                                              | 33.5                                                                              |                                                                                   | 42.9                                                                              | 42.9                                                                              |                                                                                   |                                                                                     | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                |                                                                                     |
| Actuated g/C Ratio                                                     | 0.37                                                                              | 0.37                                                                              |                                                                                   | 0.48                                                                              | 0.48                                                                              |                                                                                   |                                                                                     | 0.27                                                                                | 0.27                                                                                | 0.27                                                                                | 0.27                                                                                |                                                                                     |
| v/c Ratio                                                              | 0.03                                                                              | 0.94                                                                              |                                                                                   | 0.75                                                                              | 0.69                                                                              |                                                                                   |                                                                                     | 1.03                                                                                | 0.52                                                                                | 0.31                                                                                | 0.17                                                                                |                                                                                     |
| Control Delay                                                          | 17.8                                                                              | 41.7                                                                              |                                                                                   | 40.7                                                                              | 19.0                                                                              |                                                                                   |                                                                                     | 92.4                                                                                | 10.5                                                                                | 33.2                                                                                | 14.9                                                                                |                                                                                     |
| Queue Delay                                                            | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Delay                                                            | 17.8                                                                              | 41.7                                                                              |                                                                                   | 40.7                                                                              | 19.0                                                                              |                                                                                   |                                                                                     | 92.4                                                                                | 10.5                                                                                | 33.2                                                                                | 14.9                                                                                |                                                                                     |
| LOS                                                                    | B                                                                                 | D                                                                                 |                                                                                   | D                                                                                 | B                                                                                 |                                                                                   |                                                                                     | F                                                                                   | B                                                                                   | C                                                                                   | B                                                                                   |                                                                                     |
| Approach Delay                                                         |                                                                                   | 41.6                                                                              |                                                                                   |                                                                                   | 23.1                                                                              |                                                                                   |                                                                                     | 53.4                                                                                |                                                                                     |                                                                                     |                                                                                     | 22.1                                                                                |
| Approach LOS                                                           |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |                                                                                     | C                                                                                   |
| Queue Length 50th (ft)                                                 | 2                                                                                 | 347                                                                               |                                                                                   | 84                                                                                | 200                                                                               |                                                                                   |                                                                                     | ~215                                                                                | 31                                                                                  | 21                                                                                  | 14                                                                                  |                                                                                     |
| Queue Length 95th (ft)                                                 | 9                                                                                 | #488                                                                              |                                                                                   | #180                                                                              | 320                                                                               |                                                                                   |                                                                                     | #384                                                                                | 106                                                                                 | 54                                                                                  | 47                                                                                  |                                                                                     |
| Internal Link Dist (ft)                                                |                                                                                   | 1051                                                                              |                                                                                   |                                                                                   | 562                                                                               |                                                                                   |                                                                                     | 414                                                                                 |                                                                                     |                                                                                     |                                                                                     | 339                                                                                 |
| Turn Bay Length (ft)                                                   | 200                                                                               |                                                                                   |                                                                                   | 335                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     | 100                                                                                 | 105                                                                                 |                                                                                     |                                                                                     |
| Base Capacity (vph)                                                    | 659                                                                               | 1342                                                                              |                                                                                   | 367                                                                               | 1678                                                                              |                                                                                   |                                                                                     | 339                                                                                 | 608                                                                                 | 149                                                                                 | 424                                                                                 |                                                                                     |
| Starvation Cap Reductn                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Spillback Cap Reductn                                                  | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Storage Cap Reductn                                                    | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Reduced v/c Ratio                                                      | 0.01                                                                              | 0.93                                                                              |                                                                                   | 0.75                                                                              | 0.69                                                                              |                                                                                   |                                                                                     | 1.03                                                                                | 0.52                                                                                | 0.31                                                                                | 0.17                                                                                |                                                                                     |
| Intersection Summary                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                                                             | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Cycle Length: 90                                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length: 90                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Offset: 86 (96%), Referenced to phase 1:EBL and 5:EBTL, Start of Green |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Natural Cycle: 90                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type: Actuated-Coordinated                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 1.03                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Signal Delay: 35.6                                        |                                                                                   |                                                                                   |                                                                                   | Intersection LOS: D                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 85.4%                                |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service E                                                            |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min) 15                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Lanes, Volumes, Timings

## 1: Barger Street & US Route 6

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~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Barger Street & US Route 6

|                                                                                                  |                                                                                              |                                                                                                |
|--------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|
|  Ø1 (L)<br>40 s |  Ø2<br>20 s |  Ø3<br>30 s |
|  Ø5 (L)<br>40 s |  Ø6<br>20 s |                                                                                                |

# Lanes, Volumes, Timings

## 2: US Route 6 & Taconic State Parkway SB Ramps

02/01/2024

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |                                                                                   | ↑↑                                                                                | ↑                                                                                 |                                                                                   | ↑↑                                                                                | ↑                                                                                 |                                                                                    |                                                                                     |                                                                                     | ↑                                                                                   |                                                                                     | ↑                                                                                   |
| Traffic Volume (vph)       | 0                                                                                 | 1179                                                                              | 198                                                                               | 0                                                                                 | 1222                                                                              | 407                                                                               | 0                                                                                  | 0                                                                                   | 0                                                                                   | 74                                                                                  | 0                                                                                   | 101                                                                                 |
| Future Volume (vph)        | 0                                                                                 | 1179                                                                              | 198                                                                               | 0                                                                                 | 1222                                                                              | 407                                                                               | 0                                                                                  | 0                                                                                   | 0                                                                                   | 74                                                                                  | 0                                                                                   | 101                                                                                 |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                 | 12                                                                                  | 12                                                                                  | 12                                                                                  | 12                                                                                  | 12                                                                                  |
| Grade (%)                  |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Storage Length (ft)        | 0                                                                                 |                                                                                   | 325                                                                               | 0                                                                                 |                                                                                   | 600                                                                               | 0                                                                                  |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 105                                                                                 |
| Storage Lanes              | 0                                                                                 |                                                                                   | 1                                                                                 | 0                                                                                 |                                                                                   | 1                                                                                 | 0                                                                                  |                                                                                     | 0                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                 |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Frt                        |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 3574                                                                              | 1599                                                                              | 0                                                                                 | 3505                                                                              | 1615                                                                              | 0                                                                                  | 0                                                                                   | 0                                                                                   | 1805                                                                                | 0                                                                                   | 1615                                                                                |
| Flt Permitted              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 3574                                                                              | 1599                                                                              | 0                                                                                 | 3505                                                                              | 1615                                                                              | 0                                                                                  | 0                                                                                   | 0                                                                                   | 1805                                                                                | 0                                                                                   | 1615                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                    |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 178                                                                               |                                                                                   |                                                                                   | 442                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 44                                                                                  |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 642                                                                               |                                                                                   |                                                                                   | 906                                                                               |                                                                                   |                                                                                    | 282                                                                                 |                                                                                     |                                                                                     | 530                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 14.6                                                                              |                                                                                   |                                                                                   | 20.6                                                                              |                                                                                   |                                                                                    | 6.4                                                                                 |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Confl. Peds. (#/hr)        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Confl. Bikes (#/hr)        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Peak Hour Factor           | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Growth Factor              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                               | 100%                                                                                | 100%                                                                                | 100%                                                                                | 100%                                                                                | 100%                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 1%                                                                                | 1%                                                                                | 0%                                                                                | 3%                                                                                | 0%                                                                                | 0%                                                                                 | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Parking (#/hr)             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mid-Block Traffic (%)      |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Adj. Flow (vph)            | 0                                                                                 | 1282                                                                              | 215                                                                               | 0                                                                                 | 1328                                                                              | 442                                                                               | 0                                                                                  | 0                                                                                   | 0                                                                                   | 80                                                                                  | 0                                                                                   | 110                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 1282                                                                              | 215                                                                               | 0                                                                                 | 1328                                                                              | 442                                                                               | 0                                                                                  | 0                                                                                   | 0                                                                                   | 80                                                                                  | 0                                                                                   | 110                                                                                 |
| 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                                                                                |                                                                                   |                                                                                   | 24                                                                                |                                                                                   |                                                                                    | 12                                                                                  |                                                                                     |                                                                                     | 24                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                    | 16                                                                                  |                                                                                     |                                                                                     | 26                                                                                  |                                                                                     |
| 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                                                                                 | 15                                                                                 |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        |                                                                                   | 2                                                                                 | 1                                                                                 |                                                                                   | 2                                                                                 | 1                                                                                 |                                                                                    |                                                                                     |                                                                                     | 1                                                                                   |                                                                                     | 1                                                                                   |
| Detector Template          |                                                                                   | Thru                                                                              | Right                                                                             |                                                                                   | Thru                                                                              | Right                                                                             |                                                                                    |                                                                                     |                                                                                     | Left                                                                                |                                                                                     | Right                                                                               |
| Leading Detector (ft)      |                                                                                   | 100                                                                               | 20                                                                                |                                                                                   | 100                                                                               | 20                                                                                |                                                                                    |                                                                                     |                                                                                     | 20                                                                                  |                                                                                     | 20                                                                                  |
| Trailing Detector (ft)     |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                    |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     | 0                                                                                   |
| Turn Type                  |                                                                                   | NA                                                                                | Free                                                                              |                                                                                   | NA                                                                                | Perm                                                                              |                                                                                    |                                                                                     |                                                                                     | Perm                                                                                |                                                                                     | Perm                                                                                |
| Protected Phases           |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 5                                                                                 |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Permitted Phases           |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | 5                                                                                 |                                                                                    |                                                                                     |                                                                                     | 3                                                                                   |                                                                                     | 3                                                                                   |
| Detector Phase             |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 5                                                                                 | 5                                                                                 |                                                                                    |                                                                                     |                                                                                     | 3                                                                                   |                                                                                     | 3                                                                                   |
| Switch Phase               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



# Lanes, Volumes, Timings

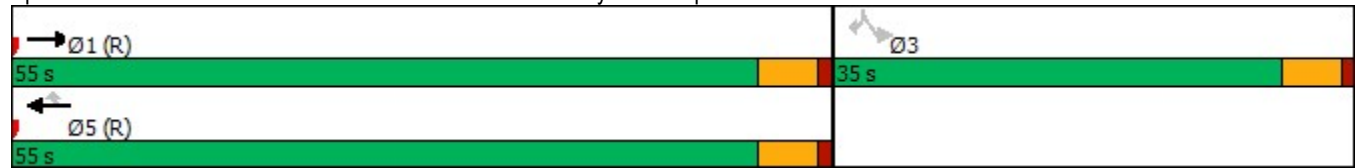
## 2: US Route 6 & Taconic State Parkway SB Ramps

02/01/2024

|                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |
|---------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                                                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Minimum Initial (s)                                                 |                                                                                   | 10.0                                                                              |                                                                                   |                                                                                   | 10.0                                                                              | 10.0                                                                              |                                                                                     |                                                                                     |                                                                                     | 5.0                                                                                 |                                                                                     | 5.0                                                                                 |
| Minimum Split (s)                                                   |                                                                                   | 15.0                                                                              |                                                                                   |                                                                                   | 15.0                                                                              | 15.0                                                                              |                                                                                     |                                                                                     |                                                                                     | 30.0                                                                                |                                                                                     | 30.0                                                                                |
| Total Split (s)                                                     |                                                                                   | 55.0                                                                              |                                                                                   |                                                                                   | 55.0                                                                              | 55.0                                                                              |                                                                                     |                                                                                     |                                                                                     | 35.0                                                                                |                                                                                     | 35.0                                                                                |
| Total Split (%)                                                     |                                                                                   | 61.1%                                                                             |                                                                                   |                                                                                   | 61.1%                                                                             | 61.1%                                                                             |                                                                                     |                                                                                     |                                                                                     | 38.9%                                                                               |                                                                                     | 38.9%                                                                               |
| Maximum Green (s)                                                   |                                                                                   | 50.0                                                                              |                                                                                   |                                                                                   | 50.0                                                                              | 50.0                                                                              |                                                                                     |                                                                                     |                                                                                     | 30.0                                                                                |                                                                                     | 30.0                                                                                |
| Yellow Time (s)                                                     |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 4.0                                                                                 |                                                                                     | 4.0                                                                                 |
| All-Red Time (s)                                                    |                                                                                   | 1.0                                                                               |                                                                                   |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 1.0                                                                                 |                                                                                     | 1.0                                                                                 |
| Lost Time Adjust (s)                                                |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Total Lost Time (s)                                                 |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 5.0                                                                                 |                                                                                     | 5.0                                                                                 |
| Lead/Lag                                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Vehicle Extension (s)                                               |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 2.0                                                                                 |                                                                                     | 2.0                                                                                 |
| Minimum Gap (s)                                                     |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 3.0                                                                                 |                                                                                     | 3.0                                                                                 |
| Time Before Reduce (s)                                              |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Time To Reduce (s)                                                  |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Recall Mode                                                         |                                                                                   | C-Min                                                                             |                                                                                   |                                                                                   | C-Min                                                                             | C-Min                                                                             |                                                                                     |                                                                                     |                                                                                     | None                                                                                |                                                                                     | None                                                                                |
| Walk Time (s)                                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     | 8.0                                                                                 |                                                                                     | 8.0                                                                                 |
| Flash Dont Walk (s)                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     | 17.0                                                                                |                                                                                     | 17.0                                                                                |
| Pedestrian Calls (#/hr)                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     | 0                                                                                   |
| Act Effct Green (s)                                                 |                                                                                   | 71.3                                                                              | 90.0                                                                              |                                                                                   | 71.3                                                                              | 71.3                                                                              |                                                                                     |                                                                                     |                                                                                     | 8.7                                                                                 |                                                                                     | 8.7                                                                                 |
| Actuated g/C Ratio                                                  |                                                                                   | 0.79                                                                              | 1.00                                                                              |                                                                                   | 0.79                                                                              | 0.79                                                                              |                                                                                     |                                                                                     |                                                                                     | 0.10                                                                                |                                                                                     | 0.10                                                                                |
| v/c Ratio                                                           |                                                                                   | 0.45                                                                              | 0.13                                                                              |                                                                                   | 0.48                                                                              | 0.32                                                                              |                                                                                     |                                                                                     |                                                                                     | 0.46                                                                                |                                                                                     | 0.56                                                                                |
| Control Delay                                                       |                                                                                   | 3.1                                                                               | 0.1                                                                               |                                                                                   | 3.4                                                                               | 0.9                                                                               |                                                                                     |                                                                                     |                                                                                     | 45.9                                                                                |                                                                                     | 34.9                                                                                |
| Queue Delay                                                         |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Total Delay                                                         |                                                                                   | 3.1                                                                               | 0.1                                                                               |                                                                                   | 3.4                                                                               | 0.9                                                                               |                                                                                     |                                                                                     |                                                                                     | 45.9                                                                                |                                                                                     | 34.9                                                                                |
| LOS                                                                 |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   | A                                                                                 | A                                                                                 |                                                                                     |                                                                                     |                                                                                     | D                                                                                   |                                                                                     | C                                                                                   |
| Approach Delay                                                      |                                                                                   | 2.7                                                                               |                                                                                   |                                                                                   | 2.8                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 39.5                                                                                |                                                                                     |
| Approach LOS                                                        |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Queue Length 50th (ft)                                              |                                                                                   | 70                                                                                | 0                                                                                 |                                                                                   | 76                                                                                | 0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 44                                                                                  |                                                                                     | 36                                                                                  |
| Queue Length 95th (ft)                                              |                                                                                   | m11                                                                               | m0                                                                                |                                                                                   | 146                                                                               | 22                                                                                |                                                                                     |                                                                                     |                                                                                     | 84                                                                                  |                                                                                     | 84                                                                                  |
| Internal Link Dist (ft)                                             |                                                                                   | 562                                                                               |                                                                                   |                                                                                   | 826                                                                               |                                                                                   |                                                                                     | 202                                                                                 |                                                                                     |                                                                                     | 450                                                                                 |                                                                                     |
| Turn Bay Length (ft)                                                |                                                                                   |                                                                                   | 325                                                                               |                                                                                   |                                                                                   | 600                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 105                                                                                 |
| Base Capacity (vph)                                                 |                                                                                   | 2830                                                                              | 1599                                                                              |                                                                                   | 2775                                                                              | 1370                                                                              |                                                                                     |                                                                                     |                                                                                     | 601                                                                                 |                                                                                     | 567                                                                                 |
| 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                                                   |                                                                                   | 0.45                                                                              | 0.13                                                                              |                                                                                   | 0.48                                                                              | 0.32                                                                              |                                                                                     |                                                                                     |                                                                                     | 0.13                                                                                |                                                                                     | 0.19                                                                                |
| <b>Intersection Summary</b>                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                                                          | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Cycle Length: 90                                                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length: 90                                           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Offset: 0 (0%), Referenced to phase 1:EBT and 5:WBT, Start of Green |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Natural Cycle: 60                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type: Actuated-Coordinated                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.56                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Signal Delay: 4.8                                      | Intersection LOS: A                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 48.4%                             | ICU Level of Service A                                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min) 15                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

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

Splits and Phases: 2: US Route 6 & Taconic State Parkway SB Ramps



# Lanes, Volumes, Timings

## 3: Taconic State Parkway NB Ramps & US Route 6

02/01/2024

|                            |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                 | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations        | ↑↑                                                                                | ↑                                                                                 | ↵                                                                                 | ↑↑                                                                                | ↵                                                                                 | ↵↵                                                                                |
| Traffic Volume (vph)       | 1058                                                                              | 195                                                                               | 108                                                                               | 1401                                                                              | 228                                                                               | 887                                                                               |
| Future Volume (vph)        | 1058                                                                              | 195                                                                               | 108                                                                               | 1401                                                                              | 228                                                                               | 887                                                                               |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Lane Width (ft)            | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 13                                                                                | 13                                                                                |
| Grade (%)                  | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   |
| Storage Length (ft)        |                                                                                   | 550                                                                               | 150                                                                               |                                                                                   | 440                                                                               | 280                                                                               |
| Storage Lanes              |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 |
| Taper Length (ft)          |                                                                                   |                                                                                   | 150                                                                               |                                                                                   | 180                                                                               |                                                                                   |
| Lane Util. Factor          | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 0.88                                                                              |
| Ped Bike Factor            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Frt                        |                                                                                   | 0.850                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.850                                                                             |
| Flt Protected              |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   | 0.950                                                                             |                                                                                   |
| Satd. Flow (prot)          | 3574                                                                              | 1615                                                                              | 1805                                                                              | 3539                                                                              | 1865                                                                              | 2937                                                                              |
| Flt Permitted              |                                                                                   |                                                                                   | 0.131                                                                             |                                                                                   | 0.950                                                                             |                                                                                   |
| Satd. Flow (perm)          | 3574                                                                              | 1615                                                                              | 249                                                                               | 3539                                                                              | 1865                                                                              | 2937                                                                              |
| Right Turn on Red          |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   |                                                                                   | Yes                                                                               |
| Satd. Flow (RTOR)          |                                                                                   | 212                                                                               |                                                                                   |                                                                                   |                                                                                   | 58                                                                                |
| Link Speed (mph)           | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                | 30                                                                                |                                                                                   |
| Link Distance (ft)         | 906                                                                               |                                                                                   |                                                                                   | 737                                                                               | 921                                                                               |                                                                                   |
| Travel Time (s)            | 20.6                                                                              |                                                                                   |                                                                                   | 16.8                                                                              | 20.9                                                                              |                                                                                   |
| Confl. Peds. (#/hr)        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Confl. Bikes (#/hr)        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Peak Hour Factor           | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Growth Factor              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              |
| Heavy Vehicles (%)         | 1%                                                                                | 0%                                                                                | 0%                                                                                | 2%                                                                                | 0%                                                                                | 0%                                                                                |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Parking (#/hr)             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Mid-Block Traffic (%)      | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   |
| Adj. Flow (vph)            | 1150                                                                              | 212                                                                               | 117                                                                               | 1523                                                                              | 248                                                                               | 964                                                                               |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Group Flow (vph)      | 1150                                                                              | 212                                                                               | 117                                                                               | 1523                                                                              | 248                                                                               | 964                                                                               |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                |
| Lane Alignment             | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Left                                                                              | Right                                                                             |
| Median Width(ft)           | 24                                                                                |                                                                                   |                                                                                   | 14                                                                                | 13                                                                                |                                                                                   |
| Link Offset(ft)            | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |
| Crosswalk Width(ft)        | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                | 40                                                                                |                                                                                   |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Headway Factor             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.96                                                                              | 0.96                                                                              |
| Turning Speed (mph)        |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 15                                                                                | 9                                                                                 |
| Number of Detectors        | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 |
| Detector Template          | Thru                                                                              | Right                                                                             | Left                                                                              | Thru                                                                              | Left                                                                              | Right                                                                             |
| Leading Detector (ft)      | 100                                                                               | 20                                                                                | 20                                                                                | 100                                                                               | 20                                                                                | 20                                                                                |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Turn Type                  | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                | Prot                                                                              | pm+ov                                                                             |
| Protected Phases           | 2                                                                                 |                                                                                   | 1                                                                                 | 5                                                                                 | 3                                                                                 | 1                                                                                 |
| Permitted Phases           |                                                                                   | 2                                                                                 | 5                                                                                 |                                                                                   |                                                                                   | 3                                                                                 |
| Detector Phase             | 2                                                                                 | 2                                                                                 | 1                                                                                 | 5                                                                                 | 3                                                                                 | 1                                                                                 |
| Switch Phase               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# Lanes, Volumes, Timings

## 3: Taconic State Parkway NB Ramps & US Route 6

02/01/2024



| Lane Group              | EBT   | EBR   | WBL   | WBT   | NBL   | NBR   |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Minimum Initial (s)     | 10.0  | 10.0  | 5.0   | 10.0  | 5.0   | 5.0   |
| Minimum Split (s)       | 23.0  | 23.0  | 10.0  | 23.0  | 10.0  | 10.0  |
| Total Split (s)         | 45.0  | 45.0  | 15.0  | 45.0  | 30.0  | 15.0  |
| Total Split (%)         | 50.0% | 50.0% | 16.7% | 50.0% | 33.3% | 16.7% |
| Maximum Green (s)       | 40.0  | 40.0  | 10.0  | 40.0  | 25.0  | 10.0  |
| Yellow Time (s)         | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)        | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |
| Lead/Lag                | Lag   | Lag   | Lead  |       |       | Lead  |
| Lead-Lag Optimize?      | Yes   | Yes   | Yes   |       |       | Yes   |
| Vehicle Extension (s)   | 3.0   | 3.0   | 2.0   | 3.0   | 2.0   | 2.0   |
| Minimum Gap (s)         | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
| Time Before Reduce (s)  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Time To Reduce (s)      | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Recall Mode             | C-Min | C-Min | None  | C-Min | None  | None  |
| Walk Time (s)           |       |       |       |       |       |       |
| Flash Dont Walk (s)     |       |       |       |       |       |       |
| Pedestrian Calls (#/hr) |       |       |       |       |       |       |
| Act Effect Green (s)    | 44.3  | 44.3  | 63.7  | 63.7  | 16.3  | 35.7  |
| Actuated g/C Ratio      | 0.49  | 0.49  | 0.71  | 0.71  | 0.18  | 0.40  |
| v/c Ratio               | 0.65  | 0.24  | 0.28  | 0.61  | 0.73  | 0.80  |
| Control Delay           | 17.4  | 2.9   | 6.6   | 8.8   | 47.2  | 27.8  |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay             | 17.4  | 2.9   | 6.6   | 8.8   | 47.2  | 27.8  |
| LOS                     | B     | A     | A     | A     | D     | C     |
| Approach Delay          | 15.1  |       |       | 8.6   | 31.8  |       |
| Approach LOS            | B     |       |       | A     | C     |       |
| Queue Length 50th (ft)  | 171   | 0     | 18    | 199   | 134   | 238   |
| Queue Length 95th (ft)  | 198   | 14    | 43    | 328   | 198   | 313   |
| Internal Link Dist (ft) | 826   |       |       | 657   | 841   |       |
| Turn Bay Length (ft)    |       | 550   | 150   |       | 440   | 280   |
| Base Capacity (vph)     | 1757  | 901   | 425   | 2503  | 518   | 1201  |
| 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       | 0.65  | 0.24  | 0.28  | 0.61  | 0.48  | 0.80  |

### Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 16 (18%), Referenced to phase 2:EBT and 5:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 17.4

Intersection LOS: B

Intersection Capacity Utilization 68.6%

ICU Level of Service C

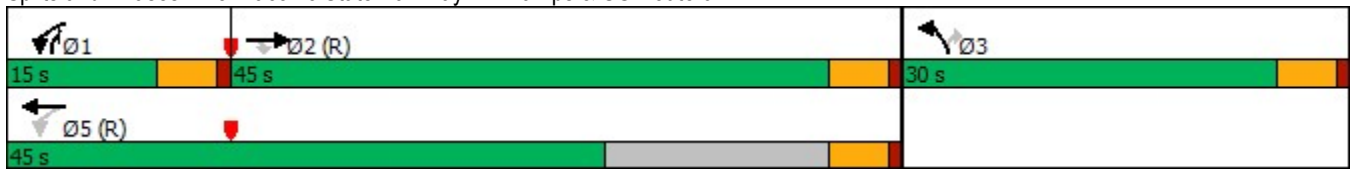
Analysis Period (min) 15

# Lanes, Volumes, Timings

## 3: Taconic State Parkway NB Ramps & US Route 6

02/01/2024

Splits and Phases: 3: Taconic State Parkway NB Ramps & US Route 6



# Lanes, Volumes, Timings

## 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6

02/01/2024

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |  |  |  |                                                                                   |  |  |                                                                                     |  |  |  |
| Traffic Volume (vph)       | 208                                                                               | 849                                                                               | 364                                                                               | 28                                                                                | 685                                                                               | 83                                                                                | 311                                                                                | 151                                                                                 | 35                                                                                  | 74                                                                                  | 121                                                                                 | 211                                                                                 |
| Future Volume (vph)        | 208                                                                               | 849                                                                               | 364                                                                               | 28                                                                                | 685                                                                               | 83                                                                                | 311                                                                                | 151                                                                                 | 35                                                                                  | 74                                                                                  | 121                                                                                 | 211                                                                                 |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 11                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 13                                                                                | 13                                                                                | 11                                                                                 | 11                                                                                  | 11                                                                                  | 10                                                                                  | 12                                                                                  | 10                                                                                  |
| Grade (%)                  |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Storage Length (ft)        | 415                                                                               |                                                                                   | 335                                                                               | 280                                                                               |                                                                                   | 0                                                                                 | 350                                                                                |                                                                                     | 0                                                                                   | 110                                                                                 |                                                                                     | 110                                                                                 |
| Storage Lanes              | 1                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 2                                                                                  |                                                                                     | 0                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 80                                                                                |                                                                                   |                                                                                   | 80                                                                                |                                                                                   |                                                                                   | 150                                                                                |                                                                                     |                                                                                     | 40                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 0.97                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Frt                        |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   | 0.984                                                                             |                                                                                   |                                                                                    | 0.972                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                              |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1745                                                                              | 3574                                                                              | 1599                                                                              | 1678                                                                              | 3544                                                                              | 0                                                                                 | 3385                                                                               | 1782                                                                                | 0                                                                                   | 1685                                                                                | 1900                                                                                | 1507                                                                                |
| Flt Permitted              | 0.131                                                                             |                                                                                   |                                                                                   | 0.242                                                                             |                                                                                   |                                                                                   | 0.950                                                                              |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 241                                                                               | 3574                                                                              | 1599                                                                              | 427                                                                               | 3544                                                                              | 0                                                                                 | 3385                                                                               | 1782                                                                                | 0                                                                                   | 1685                                                                                | 1900                                                                                | 1507                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                    |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 396                                                                               |                                                                                   | 12                                                                                |                                                                                   |                                                                                    | 10                                                                                  |                                                                                     |                                                                                     |                                                                                     | 229                                                                                 |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 875                                                                               |                                                                                   |                                                                                   | 2395                                                                              |                                                                                   |                                                                                    | 1106                                                                                |                                                                                     |                                                                                     | 663                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 19.9                                                                              |                                                                                   |                                                                                   | 54.4                                                                              |                                                                                   |                                                                                    | 25.1                                                                                |                                                                                     |                                                                                     | 15.1                                                                                |                                                                                     |
| Confl. Peds. (#/hr)        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Confl. Bikes (#/hr)        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Peak Hour Factor           | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Growth Factor              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                               | 100%                                                                                | 100%                                                                                | 100%                                                                                | 100%                                                                                | 100%                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 1%                                                                                | 1%                                                                                | 4%                                                                                | 4%                                                                                | 0%                                                                                | 0%                                                                                 | 0%                                                                                  | 1%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Parking (#/hr)             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mid-Block Traffic (%)      |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Adj. Flow (vph)            | 226                                                                               | 923                                                                               | 396                                                                               | 30                                                                                | 745                                                                               | 90                                                                                | 338                                                                                | 164                                                                                 | 38                                                                                  | 80                                                                                  | 132                                                                                 | 229                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 226                                                                               | 923                                                                               | 396                                                                               | 30                                                                                | 835                                                                               | 0                                                                                 | 338                                                                                | 202                                                                                 | 0                                                                                   | 80                                                                                  | 132                                                                                 | 229                                                                                 |
| 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)           |                                                                                   | 15                                                                                |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                    | 22                                                                                  |                                                                                     |                                                                                     | 22                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 36                                                                                |                                                                                   |                                                                                    | 36                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 1.04                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                              | 0.96                                                                              | 0.96                                                                              | 1.04                                                                               | 1.04                                                                                | 1.04                                                                                | 1.09                                                                                | 1.00                                                                                | 1.09                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                 |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                  | 2                                                                                   |                                                                                     | 1                                                                                   | 2                                                                                   | 1                                                                                   |
| Detector Template          | Left                                                                              | Thru                                                                              | Right                                                                             | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                               | Thru                                                                                |                                                                                     | Left                                                                                | Thru                                                                                | Right                                                                               |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               | 20                                                                                | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                 | 100                                                                                 |                                                                                     | 20                                                                                  | 100                                                                                 | 20                                                                                  |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Turn Type                  | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                |                                                                                   | Split                                                                              | NA                                                                                  |                                                                                     | Split                                                                               | NA                                                                                  | Perm                                                                                |
| Protected Phases           | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   |                                                                                     | 4                                                                                   | 4                                                                                   |                                                                                     |
| Permitted Phases           | 6                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 4                                                                                   |
| Detector Phase             | 1                                                                                 | 6                                                                                 | 6                                                                                 | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   |                                                                                     | 4                                                                                   | 4                                                                                   | 4                                                                                   |
| Switch Phase               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Lanes, Volumes, Timings

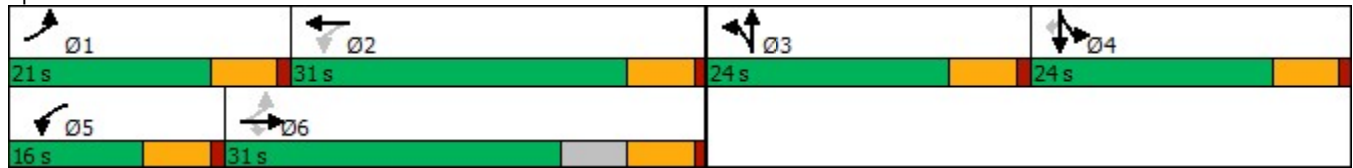
## 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6

02/01/2024

|                                                                 |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                                                      | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Minimum Initial (s)                                             | 2.0                                                                               | 5.0                                                                               | 5.0                                                                               | 2.0                                                                               | 5.0                                                                               |                                                                                   | 2.0                                                                                | 2.0                                                                                 |                                                                                     | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |
| Minimum Split (s)                                               | 9.5                                                                               | 24.0                                                                              | 24.0                                                                              | 9.5                                                                               | 24.0                                                                              |                                                                                   | 48.0                                                                               | 48.0                                                                                |                                                                                     | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                |
| Total Split (s)                                                 | 21.0                                                                              | 31.0                                                                              | 31.0                                                                              | 16.0                                                                              | 31.0                                                                              |                                                                                   | 24.0                                                                               | 24.0                                                                                |                                                                                     | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                |
| Total Split (%)                                                 | 21.0%                                                                             | 31.0%                                                                             | 31.0%                                                                             | 16.0%                                                                             | 31.0%                                                                             |                                                                                   | 24.0%                                                                              | 24.0%                                                                               |                                                                                     | 24.0%                                                                               | 24.0%                                                                               | 24.0%                                                                               |
| Maximum Green (s)                                               | 15.0                                                                              | 25.0                                                                              | 25.0                                                                              | 10.0                                                                              | 25.0                                                                              |                                                                                   | 18.0                                                                               | 18.0                                                                                |                                                                                     | 18.0                                                                                | 18.0                                                                                | 18.0                                                                                |
| Yellow Time (s)                                                 | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                | 5.0                                                                                 |                                                                                     | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |
| All-Red Time (s)                                                | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                                | 1.0                                                                                 |                                                                                     | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 |
| Lost Time Adjust (s)                                            | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)                                             | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                                | 6.0                                                                                 |                                                                                     | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |
| Lead/Lag                                                        | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                               | Lead                                                                                |                                                                                     | Lag                                                                                 | Lag                                                                                 | Lag                                                                                 |
| Lead-Lag Optimize?                                              | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                | 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                                                                                 | 3.0                                                                                 |
| Minimum Gap (s)                                                 | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                | 3.0                                                                                 |                                                                                     | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |
| Time Before Reduce (s)                                          | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Time To Reduce (s)                                              | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Recall Mode                                                     | None                                                                              | Min                                                                               | Min                                                                               | None                                                                              | Min                                                                               |                                                                                   | None                                                                               | None                                                                                |                                                                                     | None                                                                                | None                                                                                | None                                                                                |
| Walk Time (s)                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 7.0                                                                                | 7.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Flash Dont Walk (s)                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 35.0                                                                               | 35.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Pedestrian Calls (#/hr)                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Act Effct Green (s)                                             | 42.3                                                                              | 35.1                                                                              | 35.1                                                                              | 30.6                                                                              | 24.2                                                                              |                                                                                   | 14.5                                                                               | 14.5                                                                                |                                                                                     | 11.9                                                                                | 11.9                                                                                | 11.9                                                                                |
| Actuated g/C Ratio                                              | 0.49                                                                              | 0.40                                                                              | 0.40                                                                              | 0.35                                                                              | 0.28                                                                              |                                                                                   | 0.17                                                                               | 0.17                                                                                |                                                                                     | 0.14                                                                                | 0.14                                                                                | 0.14                                                                                |
| v/c Ratio                                                       | 0.70                                                                              | 0.64                                                                              | 0.45                                                                              | 0.12                                                                              | 0.84                                                                              |                                                                                   | 0.60                                                                               | 0.66                                                                                |                                                                                     | 0.35                                                                                | 0.51                                                                                | 0.57                                                                                |
| Control Delay                                                   | 29.6                                                                              | 26.2                                                                              | 4.5                                                                               | 15.8                                                                              | 39.9                                                                              |                                                                                   | 39.4                                                                               | 44.9                                                                                |                                                                                     | 40.2                                                                                | 43.6                                                                                | 11.1                                                                                |
| Queue Delay                                                     | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay                                                     | 29.6                                                                              | 26.2                                                                              | 4.5                                                                               | 15.8                                                                              | 39.9                                                                              |                                                                                   | 39.4                                                                               | 44.9                                                                                |                                                                                     | 40.2                                                                                | 43.6                                                                                | 11.1                                                                                |
| LOS                                                             | C                                                                                 | C                                                                                 | A                                                                                 | B                                                                                 | D                                                                                 |                                                                                   | D                                                                                  | D                                                                                   |                                                                                     | D                                                                                   | D                                                                                   | B                                                                                   |
| Approach Delay                                                  | 21.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 39.1                                                                              | 41.5                                                                               |                                                                                     |                                                                                     |                                                                                     | 26.1                                                                                |                                                                                     |
| Approach LOS                                                    | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | D                                                                                 | D                                                                                  |                                                                                     |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Queue Length 50th (ft)                                          | 71                                                                                | 234                                                                               | 0                                                                                 | 8                                                                                 | 227                                                                               |                                                                                   | 90                                                                                 | 100                                                                                 |                                                                                     | 42                                                                                  | 70                                                                                  | 0                                                                                   |
| Queue Length 95th (ft)                                          | #166                                                                              | 360                                                                               | 65                                                                                | 27                                                                                | #392                                                                              |                                                                                   | 147                                                                                | 190                                                                                 |                                                                                     | 88                                                                                  | 132                                                                                 | 63                                                                                  |
| Internal Link Dist (ft)                                         | 795                                                                               |                                                                                   | 2315                                                                              |                                                                                   |                                                                                   | 1026                                                                              |                                                                                    | 583                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Turn Bay Length (ft)                                            | 415                                                                               |                                                                                   | 335                                                                               | 280                                                                               |                                                                                   | 350                                                                               |                                                                                    |                                                                                     | 110                                                                                 |                                                                                     |                                                                                     | 110                                                                                 |
| Base Capacity (vph)                                             | 381                                                                               | 1442                                                                              | 881                                                                               | 315                                                                               | 1046                                                                              |                                                                                   | 713                                                                                | 383                                                                                 |                                                                                     | 355                                                                                 | 400                                                                                 | 498                                                                                 |
| Starvation Cap Reductn                                          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Spillback Cap Reductn                                           | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Storage Cap Reductn                                             | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Reduced v/c Ratio                                               | 0.59                                                                              | 0.64                                                                              | 0.45                                                                              | 0.10                                                                              | 0.80                                                                              |                                                                                   | 0.47                                                                               | 0.53                                                                                |                                                                                     | 0.23                                                                                | 0.33                                                                                | 0.46                                                                                |
| Intersection Summary                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                                                      | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Cycle Length: 100                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length: 87                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Natural Cycle: 120                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type: Actuated-Uncoordinated                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.84                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Signal Delay: 29.6                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | Intersection LOS: C                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 68.3%                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service C                                                            |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min) 15                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| # 95th percentile volume exceeds capacity, queue may be longer. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Queue shown is maximum after two cycles.

Splits and Phases: 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6





Lanes, Volumes, Timings  
8: Hill Boulevard & US Route 6

02/01/2024

|                            |  |  |  |  |  |  |   |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (vph)       | 72                                                                                | 811                                                                               | 75                                                                                | 97                                                                                | 647                                                                               | 40                                                                                | 57                                                                                  | 98                                                                                  | 103                                                                                 | 37                                                                                  | 62                                                                                  | 92                                                                                  |
| Future Volume (vph)        | 72                                                                                | 811                                                                               | 75                                                                                | 97                                                                                | 647                                                                               | 40                                                                                | 57                                                                                  | 98                                                                                  | 103                                                                                 | 37                                                                                  | 62                                                                                  | 92                                                                                  |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 11                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 13                                                                                | 13                                                                                | 11                                                                                  | 11                                                                                  | 11                                                                                  | 11                                                                                  | 11                                                                                  | 11                                                                                  |
| Grade (%)                  |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Storage Length (ft)        | 280                                                                               |                                                                                   | 0                                                                                 | 400                                                                               |                                                                                   | 0                                                                                 | 85                                                                                  |                                                                                     | 0                                                                                   | 100                                                                                 |                                                                                     | 0                                                                                   |
| Storage Lanes              | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                   |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     | 0                                                                                   |
| Taper Length (ft)          | 80                                                                                |                                                                                   |                                                                                   | 140                                                                               |                                                                                   |                                                                                   | 80                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Frt                        |                                                                                   | 0.987                                                                             |                                                                                   |                                                                                   | 0.991                                                                             |                                                                                   |                                                                                     |                                                                                     | 0.850                                                                               |                                                                                     | 0.910                                                                               |                                                                                     |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1711                                                                              | 3493                                                                              | 0                                                                                 | 1711                                                                              | 3624                                                                              | 0                                                                                 | 1711                                                                                | 1801                                                                                | 1531                                                                                | 1711                                                                                | 1639                                                                                | 0                                                                                   |
| Flt Permitted              | 0.274                                                                             |                                                                                   |                                                                                   | 0.154                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 493                                                                               | 3493                                                                              | 0                                                                                 | 277                                                                               | 3624                                                                              | 0                                                                                 | 1711                                                                                | 1801                                                                                | 1531                                                                                | 1711                                                                                | 1639                                                                                | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   | 11                                                                                |                                                                                   |                                                                                   | 7                                                                                 |                                                                                   |                                                                                     |                                                                                     | 174                                                                                 |                                                                                     | 68                                                                                  |                                                                                     |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                     | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 2395                                                                              |                                                                                   |                                                                                   | 2100                                                                              |                                                                                   |                                                                                     | 540                                                                                 |                                                                                     |                                                                                     | 1483                                                                                |                                                                                     |
| Travel Time (s)            |                                                                                   | 54.4                                                                              |                                                                                   |                                                                                   | 47.7                                                                              |                                                                                   |                                                                                     | 12.3                                                                                |                                                                                     |                                                                                     | 33.7                                                                                |                                                                                     |
| Confl. Peds. (#/hr)        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Confl. Bikes (#/hr)        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Peak Hour Factor           | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Growth Factor              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                                | 100%                                                                                | 100%                                                                                | 100%                                                                                | 100%                                                                                | 100%                                                                                |
| Heavy Vehicles (%)         | 2%                                                                                | 2%                                                                                | 2%                                                                                | 2%                                                                                | 2%                                                                                | 2%                                                                                | 2%                                                                                  | 2%                                                                                  | 2%                                                                                  | 2%                                                                                  | 2%                                                                                  | 2%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Parking (#/hr)             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mid-Block Traffic (%)      |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Adj. Flow (vph)            | 78                                                                                | 882                                                                               | 82                                                                                | 105                                                                               | 703                                                                               | 43                                                                                | 62                                                                                  | 107                                                                                 | 112                                                                                 | 40                                                                                  | 67                                                                                  | 100                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 78                                                                                | 964                                                                               | 0                                                                                 | 105                                                                               | 746                                                                               | 0                                                                                 | 62                                                                                  | 107                                                                                 | 112                                                                                 | 40                                                                                  | 167                                                                                 | 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)           |                                                                                   | 15                                                                                |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                     | 14                                                                                  |                                                                                     |                                                                                     | 11                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 1.04                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                              | 0.96                                                                              | 0.96                                                                              | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   | 1                                                                                   | 2                                                                                   |                                                                                     |
| Detector Template          | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                                | Thru                                                                                | Right                                                                               | Left                                                                                | Thru                                                                                |                                                                                     |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                  | 100                                                                                 | 20                                                                                  | 20                                                                                  | 100                                                                                 |                                                                                     |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                             | NA                                                                                |                                                                                   | Split                                                                               | NA                                                                                  | Perm                                                                                | Split                                                                               | NA                                                                                  |                                                                                     |
| Protected Phases           | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                   | 3                                                                                   |                                                                                     | 4                                                                                   | 4                                                                                   |                                                                                     |
| Permitted Phases           | 6                                                                                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     | 3                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Detector Phase             | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 4                                                                                   | 4                                                                                   |                                                                                     |
| Switch Phase               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Lanes, Volumes, Timings  
8: Hill Boulevard & US Route 6

02/01/2024

|                                                                 |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                                                      | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Minimum Initial (s)                                             | 5.0                                                                               | 12.0                                                                              |                                                                                   | 5.0                                                                               | 12.0                                                                              |                                                                                   | 5.0                                                                                | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| Minimum Split (s)                                               | 11.0                                                                              | 18.0                                                                              |                                                                                   | 11.0                                                                              | 18.0                                                                              |                                                                                   | 11.0                                                                               | 11.0                                                                                | 11.0                                                                                | 41.0                                                                                | 41.0                                                                                |                                                                                     |
| Total Split (s)                                                 | 16.0                                                                              | 36.0                                                                              |                                                                                   | 16.0                                                                              | 36.0                                                                              |                                                                                   | 21.0                                                                               | 21.0                                                                                | 21.0                                                                                | 21.0                                                                                | 21.0                                                                                |                                                                                     |
| Total Split (%)                                                 | 17.0%                                                                             | 38.3%                                                                             |                                                                                   | 17.0%                                                                             | 38.3%                                                                             |                                                                                   | 22.3%                                                                              | 22.3%                                                                               | 22.3%                                                                               | 22.3%                                                                               | 22.3%                                                                               |                                                                                     |
| Maximum Green (s)                                               | 10.0                                                                              | 30.0                                                                              |                                                                                   | 10.0                                                                              | 30.0                                                                              |                                                                                   | 15.0                                                                               | 15.0                                                                                | 15.0                                                                                | 15.0                                                                                | 15.0                                                                                |                                                                                     |
| Yellow Time (s)                                                 | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| All-Red Time (s)                                                | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                                | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 |                                                                                     |
| Lost Time Adjust (s)                                            | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Lost Time (s)                                             | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                                | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Lead/Lag                                                        | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                               | Lead                                                                                | Lead                                                                                | Lag                                                                                 | Lag                                                                                 |                                                                                     |
| Lead-Lag Optimize?                                              | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |                                                                                     |
| Vehicle Extension (s)                                           | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                                | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |
| Minimum Gap (s)                                                 | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| Time Before Reduce (s)                                          | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Time To Reduce (s)                                              | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Recall Mode                                                     | None                                                                              | Min                                                                               |                                                                                   | None                                                                              | Min                                                                               |                                                                                   | None                                                                               | None                                                                                | None                                                                                | None                                                                                | None                                                                                |                                                                                     |
| Walk Time (s)                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |
| Flash Dont Walk (s)                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 28.0                                                                                | 28.0                                                                                |
| Pedestrian Calls (#/hr)                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   | 0                                                                                   |
| Act Effct Green (s)                                             | 29.9                                                                              | 24.9                                                                              |                                                                                   | 31.8                                                                              | 25.9                                                                              |                                                                                   | 9.2                                                                                | 9.2                                                                                 | 9.2                                                                                 | 9.5                                                                                 | 9.5                                                                                 |                                                                                     |
| Actuated g/C Ratio                                              | 0.41                                                                              | 0.34                                                                              |                                                                                   | 0.43                                                                              | 0.35                                                                              |                                                                                   | 0.13                                                                               | 0.13                                                                                | 0.13                                                                                | 0.13                                                                                | 0.13                                                                                |                                                                                     |
| v/c Ratio                                                       | 0.25                                                                              | 0.81                                                                              |                                                                                   | 0.39                                                                              | 0.58                                                                              |                                                                                   | 0.29                                                                               | 0.48                                                                                | 0.33                                                                                | 0.18                                                                                | 0.62                                                                                |                                                                                     |
| Control Delay                                                   | 13.2                                                                              | 29.8                                                                              |                                                                                   | 15.5                                                                              | 22.6                                                                              |                                                                                   | 37.2                                                                               | 41.6                                                                                | 3.9                                                                                 | 34.6                                                                                | 32.1                                                                                |                                                                                     |
| Queue Delay                                                     | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Delay                                                     | 13.2                                                                              | 29.8                                                                              |                                                                                   | 15.5                                                                              | 22.6                                                                              |                                                                                   | 37.2                                                                               | 41.6                                                                                | 3.9                                                                                 | 34.6                                                                                | 32.1                                                                                |                                                                                     |
| LOS                                                             | B                                                                                 | C                                                                                 |                                                                                   | B                                                                                 | C                                                                                 |                                                                                   | D                                                                                  | D                                                                                   | A                                                                                   | C                                                                                   | C                                                                                   |                                                                                     |
| Approach Delay                                                  | 28.6                                                                              |                                                                                   |                                                                                   |                                                                                   | 21.7                                                                              |                                                                                   |                                                                                    | 25.6                                                                                |                                                                                     |                                                                                     | 32.6                                                                                |                                                                                     |
| Approach LOS                                                    | C                                                                                 |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Queue Length 50th (ft)                                          | 17                                                                                | 212                                                                               |                                                                                   | 24                                                                                | 145                                                                               |                                                                                   | 28                                                                                 | 50                                                                                  | 0                                                                                   | 18                                                                                  | 46                                                                                  |                                                                                     |
| Queue Length 95th (ft)                                          | 47                                                                                | #365                                                                              |                                                                                   | 61                                                                                | 251                                                                               |                                                                                   | 71                                                                                 | 109                                                                                 | 12                                                                                  | 50                                                                                  | 117                                                                                 |                                                                                     |
| Internal Link Dist (ft)                                         | 2315                                                                              |                                                                                   |                                                                                   |                                                                                   | 2020                                                                              |                                                                                   |                                                                                    | 460                                                                                 |                                                                                     |                                                                                     | 1403                                                                                |                                                                                     |
| Turn Bay Length (ft)                                            | 280                                                                               |                                                                                   |                                                                                   | 400                                                                               |                                                                                   |                                                                                   | 85                                                                                 |                                                                                     |                                                                                     | 100                                                                                 |                                                                                     |                                                                                     |
| Base Capacity (vph)                                             | 396                                                                               | 1550                                                                              |                                                                                   | 336                                                                               | 1628                                                                              |                                                                                   | 378                                                                                | 398                                                                                 | 473                                                                                 | 378                                                                                 | 415                                                                                 |                                                                                     |
| 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                                               | 0.20                                                                              | 0.62                                                                              |                                                                                   | 0.31                                                                              | 0.46                                                                              |                                                                                   | 0.16                                                                               | 0.27                                                                                | 0.24                                                                                | 0.11                                                                                | 0.40                                                                                |                                                                                     |
| Intersection Summary                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                                                      | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Cycle Length: 94                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length: 73.3                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Natural Cycle: 95                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type: Actuated-Uncoordinated                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.81                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Signal Delay: 26.1                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | Intersection LOS: C                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 63.3%                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service B                                                            |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min) 15                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| # 95th percentile volume exceeds capacity, queue may be longer. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Queue shown is maximum after two cycles.

Splits and Phases: 8: Hill Boulevard & US Route 6

|                                                                                                                                                                                |                                                                                                                                                                                |                                                                                                                                                                                 |                                                                                                                                                                                    |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  Ø1<br> 16 s |  Ø2<br> 36 s |  Ø3<br> 21 s |  Ø4<br> 21 s |
|  Ø5<br> 16 s |  Ø6<br> 36 s |                                                                                                                                                                                 |                                                                                                                                                                                    |

HCM 6th TWSC  
4: E Main Street & US Route 6

02/01/2024

| Intersection               |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |        |      |                                                                                   |                                |      |                                                                                     |      |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|------|-----------------------------------------------------------------------------------|--------------------------------|------|-------------------------------------------------------------------------------------|------|
| Int Delay, s/veh           | 14.6                                                                              |                                                                                   |        |                                                                                   |                                                                                   |        |      |                                                                                   |                                |      |                                                                                     |      |
| Movement                   | EBL                                                                               | EBT                                                                               | EBR    | WBL                                                                               | WBT                                                                               | WBR    | NBL  | NBT                                                                               | NBR                            | SBL  | SBT                                                                                 | SBR  |
| Lane Configurations        |  |  |        |  |  |        |      |  |                                |      |  |      |
| Traffic Vol, veh/h         | 540                                                                               | 1396                                                                              | 9      | 3                                                                                 | 1190                                                                              | 14     | 3    | 0                                                                                 | 23                             | 2    | 0                                                                                   | 316  |
| Future Vol, veh/h          | 540                                                                               | 1396                                                                              | 9      | 3                                                                                 | 1190                                                                              | 14     | 3    | 0                                                                                 | 23                             | 2    | 0                                                                                   | 316  |
| Conflicting Peds, #/hr     | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0                                                                                 | 0      | 0    | 0                                                                                 | 0                              | 0    | 0                                                                                   | 0    |
| Sign Control               | Free                                                                              | Free                                                                              | Free   | Free                                                                              | Free                                                                              | Free   | Stop | Stop                                                                              | Stop                           | Stop | Stop                                                                                | Stop |
| RT Channelized             | -                                                                                 | -                                                                                 | None   | -                                                                                 | -                                                                                 | None   | -    | -                                                                                 | None                           | -    | -                                                                                   | None |
| Storage Length             | 150                                                                               | -                                                                                 | -      | 140                                                                               | -                                                                                 | -      | -    | -                                                                                 | -                              | -    | -                                                                                   | -    |
| Veh in Median Storage, #   | -                                                                                 | 0                                                                                 | -      | -                                                                                 | 0                                                                                 | -      | -    | 0                                                                                 | -                              | -    | 0                                                                                   | -    |
| Grade, %                   | -                                                                                 | 0                                                                                 | -      | -                                                                                 | 0                                                                                 | -      | -    | 0                                                                                 | -                              | -    | 0                                                                                   | -    |
| Peak Hour Factor           | 92                                                                                | 92                                                                                | 92     | 92                                                                                | 92                                                                                | 92     | 92   | 92                                                                                | 92                             | 92   | 92                                                                                  | 92   |
| Heavy Vehicles, %          | 0                                                                                 | 33                                                                                | 0      | 4                                                                                 | 0                                                                                 | 0      | 25   | 0                                                                                 | 2                              | 0    | 0                                                                                   | 0    |
| Mvmt Flow                  | 587                                                                               | 1517                                                                              | 10     | 3                                                                                 | 1293                                                                              | 15     | 3    | 0                                                                                 | 25                             | 2    | 0                                                                                   | 343  |
|                            |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |        |      |                                                                                   |                                |      |                                                                                     |      |
| Major/Minor                | Major1                                                                            |                                                                                   | Major2 |                                                                                   |                                                                                   | Minor1 |      |                                                                                   | Minor2                         |      |                                                                                     |      |
| Conflicting Flow All       | 1308                                                                              | 0                                                                                 | 0      | 1527                                                                              | 0                                                                                 | 0      | 3349 | 4010                                                                              | 764                            | 3240 | 4008                                                                                | 654  |
| Stage 1                    | -                                                                                 | -                                                                                 | -      | -                                                                                 | -                                                                                 | -      | 2696 | 2696                                                                              | -                              | 1307 | 1307                                                                                | -    |
| Stage 2                    | -                                                                                 | -                                                                                 | -      | -                                                                                 | -                                                                                 | -      | 653  | 1314                                                                              | -                              | 1933 | 2701                                                                                | -    |
| Critical Hdwy              | 4.1                                                                               | -                                                                                 | -      | 4.18                                                                              | -                                                                                 | -      | 8    | 6.5                                                                               | 6.94                           | 7.5  | 6.5                                                                                 | 6.9  |
| Critical Hdwy Stg 1        | -                                                                                 | -                                                                                 | -      | -                                                                                 | -                                                                                 | -      | 7    | 5.5                                                                               | -                              | 6.5  | 5.5                                                                                 | -    |
| Critical Hdwy Stg 2        | -                                                                                 | -                                                                                 | -      | -                                                                                 | -                                                                                 | -      | 7    | 5.5                                                                               | -                              | 6.5  | 5.5                                                                                 | -    |
| Follow-up Hdwy             | 2.2                                                                               | -                                                                                 | -      | 2.24                                                                              | -                                                                                 | -      | 3.75 | 4                                                                                 | 3.32                           | 3.5  | 4                                                                                   | 3.3  |
| Pot Cap-1 Maneuver         | ~ 536                                                                             | -                                                                                 | -      | 423                                                                               | -                                                                                 | -      | ~ 2  | 3                                                                                 | 346                            | 4    | 3                                                                                   | 414  |
| Stage 1                    | -                                                                                 | -                                                                                 | -      | -                                                                                 | -                                                                                 | -      | 15   | 46                                                                                | -                              | 172  | 232                                                                                 | -    |
| Stage 2                    | -                                                                                 | -                                                                                 | -      | -                                                                                 | -                                                                                 | -      | 372  | 230                                                                               | -                              | 70   | 46                                                                                  | -    |
| Platoon blocked, %         |                                                                                   | -                                                                                 | -      |                                                                                   | -                                                                                 | -      |      |                                                                                   |                                |      |                                                                                     |      |
| Mov Cap-1 Maneuver         | ~ 536                                                                             | -                                                                                 | -      | 423                                                                               | -                                                                                 | -      | -    | 0                                                                                 | 346                            | -    | 0                                                                                   | 414  |
| Mov Cap-2 Maneuver         | -                                                                                 | -                                                                                 | -      | -                                                                                 | -                                                                                 | -      | -    | 0                                                                                 | -                              | -    | 0                                                                                   | -    |
| Stage 1                    | -                                                                                 | -                                                                                 | -      | -                                                                                 | -                                                                                 | -      | 15   | 0                                                                                 | -                              | 172  | 230                                                                                 | -    |
| Stage 2                    | -                                                                                 | -                                                                                 | -      | -                                                                                 | -                                                                                 | -      | 63   | 228                                                                               | -                              | -    | 0                                                                                   | -    |
|                            |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |        |      |                                                                                   |                                |      |                                                                                     |      |
| Approach                   | EB                                                                                |                                                                                   | WB     |                                                                                   |                                                                                   | NB     |      |                                                                                   | SB                             |      |                                                                                     |      |
| HCM Control Delay, s       | 26.2                                                                              |                                                                                   | 0      |                                                                                   |                                                                                   |        |      |                                                                                   |                                |      |                                                                                     |      |
| HCM LOS                    |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   | -      |      |                                                                                   | -                              |      |                                                                                     |      |
|                            |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |        |      |                                                                                   |                                |      |                                                                                     |      |
| Minor Lane/Major Mvmt      | NBLn1                                                                             | EBL                                                                               | EBT    | EBR                                                                               | WBL                                                                               | WBT    | WBR  | SBLn1                                                                             |                                |      |                                                                                     |      |
| Capacity (veh/h)           | -                                                                                 | ~ 536                                                                             | -      | -                                                                                 | 423                                                                               | -      | -    | -                                                                                 |                                |      |                                                                                     |      |
| HCM Lane V/C Ratio         | -                                                                                 | 1.095                                                                             | -      | -                                                                                 | 0.008                                                                             | -      | -    | -                                                                                 |                                |      |                                                                                     |      |
| HCM Control Delay (s)      | -                                                                                 | 94.5                                                                              | -      | -                                                                                 | 13.6                                                                              | -      | -    | -                                                                                 |                                |      |                                                                                     |      |
| HCM Lane LOS               | -                                                                                 | F                                                                                 | -      | -                                                                                 | B                                                                                 | -      | -    | -                                                                                 |                                |      |                                                                                     |      |
| HCM 95th %tile Q(veh)      | -                                                                                 | 18.4                                                                              | -      | -                                                                                 | 0                                                                                 | -      | -    | -                                                                                 |                                |      |                                                                                     |      |
| Notes                      |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |        |      |                                                                                   |                                |      |                                                                                     |      |
| ~: Volume exceeds capacity |                                                                                   | \$: Delay exceeds 300s                                                            |        |                                                                                   | +: Computation Not Defined                                                        |        |      |                                                                                   | *: All major volume in platoon |      |                                                                                     |      |

HCM 6th TWSC  
5: E Main Street & Old Rt 6

02/01/2024

Intersection

Int Delay, s/veh 0.2

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations 

Traffic Vol, veh/h 3 4 314 4 4 550

Future Vol, veh/h 3 4 314 4 4 550

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 92 92 92 92 92 92

Heavy Vehicles, % 1 0 0 2 2 0

Mvmt Flow 3 4 341 4 4 598

Major/Minor Minor2 Major2

Conflicting Flow All 686 4 0 0

Stage 1 686 - - -

Stage 2 0 - - -

Critical Hdwy 6.51 6.2 4.1 -

Critical Hdwy Stg 1 5.51 - - -

Critical Hdwy Stg 2 - - - -

Follow-up Hdwy 4.009 3.3 2.2 -

Pot Cap-1 Maneuver 371 1085 - -

Stage 1 449 - - -

Stage 2 - - - -

Platoon blocked, % -

Mov Cap-1 Maneuver 0 1085 - -

Mov Cap-2 Maneuver 0 - - -

Stage 1 0 - - -

Stage 2 0 - - -

Approach EB WB

HCM Control Delay, s 8.3

HCM LOS A

Minor Lane/Major Mvmt EBLn1 WBL WBT

Capacity (veh/h) 1085 - -

HCM Lane V/C Ratio 0.007 - -

HCM Control Delay (s) 8.3 - -

HCM Lane LOS A - -

HCM 95th %tile Q(veh) 0 - -

**Intersection**

Int Delay, s/veh 4.8

| Movement                 | EBT                                                                               | EBR  | WBL  | WBT                                                                               | NBL                                                                               | NBR  |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 436                                                                               | 84   | 112  | 271                                                                               | 23                                                                                | 201  |
| Future Vol, veh/h        | 436                                                                               | 84   | 112  | 271                                                                               | 23                                                                                | 201  |
| 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, %        | 1                                                                                 | 0    | 0    | 2                                                                                 | 0                                                                                 | 0    |
| Mvmt Flow                | 474                                                                               | 91   | 122  | 295                                                                               | 25                                                                                | 218  |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 565    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.1    |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.2    |
| Pot Cap-1 Maneuver   | -      | -      | 1017   |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 1017   |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach             | EB | WB  | NB   |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0  | 2.6 | 19.9 |
| HCM LOS              |    |     | C    |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL  | WBT |
|-----------------------|-------|-----|-----|------|-----|
| Capacity (veh/h)      | 481   | -   | -   | 1017 | -   |
| HCM Lane V/C Ratio    | 0.506 | -   | -   | 0.12 | -   |
| HCM Control Delay (s) | 19.9  | -   | -   | 9    | 0   |
| HCM Lane LOS          | C     | -   | -   | A    | A   |
| HCM 95th %tile Q(veh) | 2.8   | -   | -   | 0.4  | -   |

**Intersection**

Int Delay, s/veh 3.1

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 0    | 604  | 46   | 51   | 317  | 0    | 26   | 0    | 109  | 0    | 0    | 0    |
| Future Vol, veh/h        | 0    | 604  | 46   | 51   | 317  | 0    | 26   | 0    | 109  | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 657  | 50   | 55   | 345  | 0    | 28   | 0    | 118  | 0    | 0    | 0    |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |       |       | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 345    | 0 | 0 | 707    | 0 | 0 | 1137   | 1137  | 682   | 1196   | 1162  | 345   |
| Stage 1              | -      | - | - | -      | - | - | 682    | 682   | -     | 455    | 455   | -     |
| Stage 2              | -      | - | - | -      | - | - | 455    | 455   | -     | 741    | 707   | -     |
| Critical Hdwy        | 4.12   | - | - | 4.12   | - | - | 7.12   | 6.52  | 6.22  | 7.12   | 6.52  | 6.22  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Follow-up Hdwy       | 2.218  | - | - | 2.218  | - | - | 3.518  | 4.018 | 3.318 | 3.518  | 4.018 | 3.318 |
| Pot Cap-1 Maneuver   | 1214   | - | - | 891    | - | - | 179    | 202   | 450   | 163    | 195   | 698   |
| Stage 1              | -      | - | - | -      | - | - | 440    | 450   | -     | 585    | 569   | -     |
| Stage 2              | -      | - | - | -      | - | - | 585    | 569   | -     | 408    | 438   | -     |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -     | -     | -      | -     | -     |
| Mov Cap-1 Maneuver   | 1214   | - | - | 891    | - | - | 169    | 187   | 450   | 113    | 180   | 698   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 169    | 187   | -     | 113    | 180   | -     |
| Stage 1              | -      | - | - | -      | - | - | 440    | 450   | -     | 585    | 526   | -     |
| Stage 2              | -      | - | - | -      | - | - | 541    | 526   | -     | 301    | 438   | -     |

| Approach             | EB |  |  | WB  |  |  | NB   |  |  | SB |  |  |
|----------------------|----|--|--|-----|--|--|------|--|--|----|--|--|
| HCM Control Delay, s | 0  |  |  | 1.3 |  |  | 23.3 |  |  | 0  |  |  |
| HCM LOS              |    |  |  |     |  |  | C    |  |  | A  |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL  | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 341   | 1214 | -   | -   | 891   | -   | -   | -     |
| HCM Lane V/C Ratio    | 0.43  | -    | -   | -   | 0.062 | -   | -   | -     |
| HCM Control Delay (s) | 23.3  | 0    | -   | -   | 9.3   | 0   | -   | 0     |
| HCM Lane LOS          | C     | A    | -   | -   | A     | A   | -   | A     |
| HCM 95th %tile Q(veh) | 2.1   | 0    | -   | -   | 0.2   | -   | -   | -     |





# Lanes, Volumes, Timings

## 1: Barger Street & US Route 6

02/01/2024

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |                                                                                   |  |  |                                                                                   |                                                                                    |  |  |  |  |  |
| Traffic Volume (vph)       | 45                                                                                | 1135                                                                              | 90                                                                                | 220                                                                               | 1059                                                                              | 45                                                                                | 151                                                                                | 42                                                                                  | 233                                                                                 | 42                                                                                  | 25                                                                                  | 24                                                                                  |
| Future Volume (vph)        | 45                                                                                | 1135                                                                              | 90                                                                                | 220                                                                               | 1059                                                                              | 45                                                                                | 151                                                                                | 42                                                                                  | 233                                                                                 | 42                                                                                  | 25                                                                                  | 24                                                                                  |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 11                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 11                                                                                 | 11                                                                                  | 12                                                                                  | 10                                                                                  | 10                                                                                  | 10                                                                                  |
| Grade (%)                  |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Storage Length (ft)        | 200                                                                               |                                                                                   | 0                                                                                 | 335                                                                               |                                                                                   | 0                                                                                 | 0                                                                                  |                                                                                     | 100                                                                                 | 105                                                                                 |                                                                                     | 0                                                                                   |
| Storage Lanes              | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                  |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     | 0                                                                                   |
| Taper Length (ft)          | 150                                                                               |                                                                                   |                                                                                   | 210                                                                               |                                                                                   |                                                                                   | 25                                                                                 |                                                                                     |                                                                                     | 120                                                                                 |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Frt                        |                                                                                   | 0.989                                                                             |                                                                                   |                                                                                   | 0.994                                                                             |                                                                                   |                                                                                    |                                                                                     | 0.850                                                                               |                                                                                     | 0.926                                                                               |                                                                                     |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                    | 0.962                                                                               |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1745                                                                              | 3532                                                                              | 0                                                                                 | 1787                                                                              | 3551                                                                              | 0                                                                                 | 0                                                                                  | 1767                                                                                | 1583                                                                                | 1652                                                                                | 1579                                                                                | 0                                                                                   |
| Flt Permitted              | 0.148                                                                             |                                                                                   |                                                                                   | 0.153                                                                             |                                                                                   |                                                                                   |                                                                                    | 0.738                                                                               |                                                                                     | 0.504                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 272                                                                               | 3532                                                                              | 0                                                                                 | 288                                                                               | 3551                                                                              | 0                                                                                 | 0                                                                                  | 1355                                                                                | 1583                                                                                | 876                                                                                 | 1579                                                                                | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                    |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   | 10                                                                                |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                    |                                                                                     | 253                                                                                 |                                                                                     | 26                                                                                  |                                                                                     |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 1131                                                                              |                                                                                   |                                                                                   | 642                                                                               |                                                                                   |                                                                                    | 494                                                                                 |                                                                                     |                                                                                     | 419                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 25.7                                                                              |                                                                                   |                                                                                   | 14.6                                                                              |                                                                                   |                                                                                    | 11.2                                                                                |                                                                                     |                                                                                     | 9.5                                                                                 |                                                                                     |
| Confl. Peds. (#/hr)        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Confl. Bikes (#/hr)        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Peak Hour Factor           | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Growth Factor              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                               | 100%                                                                                | 100%                                                                                | 100%                                                                                | 100%                                                                                | 100%                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 1%                                                                                | 2%                                                                                | 1%                                                                                | 1%                                                                                | 2%                                                                                | 0%                                                                                 | 0%                                                                                  | 2%                                                                                  | 2%                                                                                  | 4%                                                                                  | 4%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Parking (#/hr)             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mid-Block Traffic (%)      |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Adj. Flow (vph)            | 49                                                                                | 1234                                                                              | 98                                                                                | 239                                                                               | 1151                                                                              | 49                                                                                | 164                                                                                | 46                                                                                  | 253                                                                                 | 46                                                                                  | 27                                                                                  | 26                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 49                                                                                | 1332                                                                              | 0                                                                                 | 239                                                                               | 1200                                                                              | 0                                                                                 | 0                                                                                  | 210                                                                                 | 253                                                                                 | 46                                                                                  | 53                                                                                  | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                 | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                               | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)           |                                                                                   | 12                                                                                |                                                                                   |                                                                                   | 18                                                                                |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 10                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                    | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 1.04                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                               | 1.04                                                                                | 1.00                                                                                | 1.09                                                                                | 1.09                                                                                | 1.09                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                 |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                  | 2                                                                                   | 1                                                                                   | 1                                                                                   | 2                                                                                   |                                                                                     |
| Detector Template          | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                               | Thru                                                                                | Right                                                                               | Left                                                                                | Thru                                                                                |                                                                                     |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                 | 100                                                                                 | 20                                                                                  | 20                                                                                  | 100                                                                                 |                                                                                     |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                             | NA                                                                                |                                                                                   | Perm                                                                               | NA                                                                                  | Perm                                                                                | Perm                                                                                | NA                                                                                  |                                                                                     |
| Protected Phases           | 1                                                                                 | 5                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   |                                                                                    | 3                                                                                   |                                                                                     |                                                                                     | 3                                                                                   |                                                                                     |
| Permitted Phases           | 5                                                                                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   | 3                                                                                  |                                                                                     | 3                                                                                   | 3                                                                                   |                                                                                     |                                                                                     |
| Detector Phase             | 1                                                                                 | 5                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   |                                                                                     |
| Switch Phase               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Lanes, Volumes, Timings  
1: Barger Street & US Route 6

02/01/2024

|                                                                        |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                                                             | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Minimum Initial (s)                                                    | 5.0                                                                               | 5.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Minimum Split (s)                                                      | 11.0                                                                              | 11.0                                                                              |                                                                                   | 12.0                                                                              | 12.0                                                                              |                                                                                   | 12.0                                                                                | 12.0                                                                                | 12.0                                                                                | 12.0                                                                                | 12.0                                                                                |                                                                                     |
| Total Split (s)                                                        | 40.0                                                                              | 40.0                                                                              |                                                                                   | 20.0                                                                              | 20.0                                                                              |                                                                                   | 30.0                                                                                | 30.0                                                                                | 30.0                                                                                | 30.0                                                                                | 30.0                                                                                |                                                                                     |
| Total Split (%)                                                        | 44.4%                                                                             | 44.4%                                                                             |                                                                                   | 22.2%                                                                             | 22.2%                                                                             |                                                                                   | 33.3%                                                                               | 33.3%                                                                               | 33.3%                                                                               | 33.3%                                                                               | 33.3%                                                                               |                                                                                     |
| Maximum Green (s)                                                      | 34.0                                                                              | 34.0                                                                              |                                                                                   | 14.0                                                                              | 14.0                                                                              |                                                                                   | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                |                                                                                     |
| Yellow Time (s)                                                        | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| All-Red Time (s)                                                       | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 |                                                                                     |
| Lost Time Adjust (s)                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Lost Time (s)                                                    | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                     | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Lead/Lag                                                               | Lead                                                                              | Lead                                                                              |                                                                                   | Lag                                                                               | Lag                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?                                                     | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                               | Yes                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Vehicle Extension (s)                                                  | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |
| Minimum Gap (s)                                                        | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| Time Before Reduce (s)                                                 | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Time To Reduce (s)                                                     | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Recall Mode                                                            | C-Min                                                                             | C-Min                                                                             |                                                                                   | None                                                                              | None                                                                              |                                                                                   | None                                                                                | None                                                                                | None                                                                                | None                                                                                | None                                                                                |                                                                                     |
| Walk Time (s)                                                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Flash Dont Walk (s)                                                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Pedestrian Calls (#/hr)                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Act Effct Green (s)                                                    | 40.0                                                                              | 40.0                                                                              |                                                                                   | 41.0                                                                              | 41.0                                                                              |                                                                                   |                                                                                     | 18.0                                                                                | 18.0                                                                                | 18.0                                                                                | 18.0                                                                                |                                                                                     |
| Actuated g/C Ratio                                                     | 0.44                                                                              | 0.44                                                                              |                                                                                   | 0.46                                                                              | 0.46                                                                              |                                                                                   |                                                                                     | 0.20                                                                                | 0.20                                                                                | 0.20                                                                                | 0.20                                                                                |                                                                                     |
| v/c Ratio                                                              | 0.15                                                                              | 0.85                                                                              |                                                                                   | 0.66                                                                              | 0.74                                                                              |                                                                                   |                                                                                     | 0.77                                                                                | 0.49                                                                                | 0.26                                                                                | 0.16                                                                                |                                                                                     |
| Control Delay                                                          | 17.6                                                                              | 30.1                                                                              |                                                                                   | 34.1                                                                              | 19.9                                                                              |                                                                                   |                                                                                     | 52.5                                                                                | 7.1                                                                                 | 32.1                                                                                | 17.3                                                                                |                                                                                     |
| Queue Delay                                                            | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Delay                                                            | 17.6                                                                              | 30.1                                                                              |                                                                                   | 34.1                                                                              | 19.9                                                                              |                                                                                   |                                                                                     | 52.5                                                                                | 7.1                                                                                 | 32.1                                                                                | 17.3                                                                                |                                                                                     |
| LOS                                                                    | B                                                                                 | C                                                                                 |                                                                                   | C                                                                                 | B                                                                                 |                                                                                   |                                                                                     | D                                                                                   | A                                                                                   | C                                                                                   | B                                                                                   |                                                                                     |
| Approach Delay                                                         |                                                                                   | 29.6                                                                              |                                                                                   |                                                                                   | 22.3                                                                              |                                                                                   |                                                                                     | 27.7                                                                                |                                                                                     |                                                                                     | 24.2                                                                                |                                                                                     |
| Approach LOS                                                           |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Queue Length 50th (ft)                                                 | 16                                                                                | 343                                                                               |                                                                                   | 76                                                                                | 232                                                                               |                                                                                   |                                                                                     | 113                                                                                 | 0                                                                                   | 22                                                                                  | 13                                                                                  |                                                                                     |
| Queue Length 95th (ft)                                                 | 41                                                                                | #548                                                                              |                                                                                   | #150                                                                              | 287                                                                               |                                                                                   |                                                                                     | 178                                                                                 | 56                                                                                  | 50                                                                                  | 40                                                                                  |                                                                                     |
| Internal Link Dist (ft)                                                |                                                                                   | 1051                                                                              |                                                                                   |                                                                                   | 562                                                                               |                                                                                   |                                                                                     | 414                                                                                 |                                                                                     |                                                                                     | 339                                                                                 |                                                                                     |
| Turn Bay Length (ft)                                                   | 200                                                                               |                                                                                   |                                                                                   | 335                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     | 100                                                                                 | 105                                                                                 |                                                                                     |                                                                                     |
| Base Capacity (vph)                                                    | 677                                                                               | 1574                                                                              |                                                                                   | 364                                                                               | 1618                                                                              |                                                                                   |                                                                                     | 361                                                                                 | 607                                                                                 | 233                                                                                 | 440                                                                                 |                                                                                     |
| Starvation Cap Reductn                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Spillback Cap Reductn                                                  | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Storage Cap Reductn                                                    | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Reduced v/c Ratio                                                      | 0.07                                                                              | 0.85                                                                              |                                                                                   | 0.66                                                                              | 0.74                                                                              |                                                                                   |                                                                                     | 0.58                                                                                | 0.42                                                                                | 0.20                                                                                | 0.12                                                                                |                                                                                     |
| Intersection Summary                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                                                             | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Cycle Length: 90                                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length: 90                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Offset: 86 (96%), Referenced to phase 1:EBL and 5:EBTL, Start of Green |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Natural Cycle: 60                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type: Actuated-Coordinated                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.85                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Signal Delay: 26.1                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | Intersection LOS: C                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 78.7%                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service D                                                            |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min) 15                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Lanes, Volumes, Timings

## 1: Barger Street & US Route 6

02/01/2024

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Barger Street & US Route 6

|                                                                                          |                                                                                      |                                                                                        |
|------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
|  Ø1 (L) |  Ø2 |  Ø3 |
| 40 s                                                                                     | 20 s                                                                                 | 30 s                                                                                   |
|  Ø5 (R) |  Ø6 |                                                                                        |
| 40 s                                                                                     | 20 s                                                                                 |                                                                                        |

# Lanes, Volumes, Timings

## 2: US Route 6 & Taconic State Parkway SB Ramps

02/01/2024

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |                                                                                   | ↑↑                                                                                | ↑                                                                                 |                                                                                   | ↑↑                                                                                | ↑                                                                                 |                                                                                    |                                                                                     |                                                                                     | ↑                                                                                   |                                                                                     | ↑                                                                                   |
| Traffic Volume (vph)       | 0                                                                                 | 1164                                                                              | 246                                                                               | 0                                                                                 | 1235                                                                              | 439                                                                               | 0                                                                                  | 0                                                                                   | 0                                                                                   | 80                                                                                  | 0                                                                                   | 89                                                                                  |
| Future Volume (vph)        | 0                                                                                 | 1164                                                                              | 246                                                                               | 0                                                                                 | 1235                                                                              | 439                                                                               | 0                                                                                  | 0                                                                                   | 0                                                                                   | 80                                                                                  | 0                                                                                   | 89                                                                                  |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                 | 12                                                                                  | 12                                                                                  | 12                                                                                  | 12                                                                                  | 12                                                                                  |
| Grade (%)                  |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Storage Length (ft)        | 0                                                                                 |                                                                                   | 325                                                                               | 0                                                                                 |                                                                                   | 600                                                                               | 0                                                                                  |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 105                                                                                 |
| Storage Lanes              | 0                                                                                 |                                                                                   | 1                                                                                 | 0                                                                                 |                                                                                   | 1                                                                                 | 0                                                                                  |                                                                                     | 0                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                 |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Frt                        |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 3574                                                                              | 1615                                                                              | 0                                                                                 | 3610                                                                              | 1615                                                                              | 0                                                                                  | 0                                                                                   | 0                                                                                   | 1805                                                                                | 0                                                                                   | 1615                                                                                |
| Flt Permitted              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 3574                                                                              | 1615                                                                              | 0                                                                                 | 3610                                                                              | 1615                                                                              | 0                                                                                  | 0                                                                                   | 0                                                                                   | 1805                                                                                | 0                                                                                   | 1615                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                    |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 225                                                                               |                                                                                   |                                                                                   | 477                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 42                                                                                  |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 642                                                                               |                                                                                   |                                                                                   | 906                                                                               |                                                                                   |                                                                                    | 282                                                                                 |                                                                                     |                                                                                     | 530                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 14.6                                                                              |                                                                                   |                                                                                   | 20.6                                                                              |                                                                                   |                                                                                    | 6.4                                                                                 |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Confl. Peds. (#/hr)        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Confl. Bikes (#/hr)        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Peak Hour Factor           | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Growth Factor              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                               | 100%                                                                                | 100%                                                                                | 100%                                                                                | 100%                                                                                | 100%                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 1%                                                                                | 0%                                                                                | 1%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                 | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Parking (#/hr)             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mid-Block Traffic (%)      |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Adj. Flow (vph)            | 0                                                                                 | 1265                                                                              | 267                                                                               | 0                                                                                 | 1342                                                                              | 477                                                                               | 0                                                                                  | 0                                                                                   | 0                                                                                   | 87                                                                                  | 0                                                                                   | 97                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 1265                                                                              | 267                                                                               | 0                                                                                 | 1342                                                                              | 477                                                                               | 0                                                                                  | 0                                                                                   | 0                                                                                   | 87                                                                                  | 0                                                                                   | 97                                                                                  |
| 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                                                                                |                                                                                   |                                                                                   | 24                                                                                |                                                                                   |                                                                                    | 12                                                                                  |                                                                                     |                                                                                     | 24                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                    | 16                                                                                  |                                                                                     |                                                                                     | 26                                                                                  |                                                                                     |
| 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                                                                                 | 15                                                                                 |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        |                                                                                   | 2                                                                                 | 1                                                                                 |                                                                                   | 2                                                                                 | 1                                                                                 |                                                                                    |                                                                                     |                                                                                     | 1                                                                                   |                                                                                     | 1                                                                                   |
| Detector Template          |                                                                                   | Thru                                                                              | Right                                                                             |                                                                                   | Thru                                                                              | Right                                                                             |                                                                                    |                                                                                     |                                                                                     | Left                                                                                |                                                                                     | Right                                                                               |
| Leading Detector (ft)      |                                                                                   | 100                                                                               | 20                                                                                |                                                                                   | 100                                                                               | 20                                                                                |                                                                                    |                                                                                     |                                                                                     | 20                                                                                  |                                                                                     | 20                                                                                  |
| Trailing Detector (ft)     |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                    |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     | 0                                                                                   |
| Turn Type                  |                                                                                   | NA                                                                                | Free                                                                              |                                                                                   | NA                                                                                | Perm                                                                              |                                                                                    |                                                                                     |                                                                                     | Perm                                                                                |                                                                                     | Perm                                                                                |
| Protected Phases           |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 5                                                                                 |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Permitted Phases           |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | 5                                                                                 |                                                                                    |                                                                                     |                                                                                     | 3                                                                                   |                                                                                     | 3                                                                                   |
| Detector Phase             |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 5                                                                                 | 5                                                                                 |                                                                                    |                                                                                     |                                                                                     | 3                                                                                   |                                                                                     | 3                                                                                   |
| Switch Phase               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Lanes, Volumes, Timings

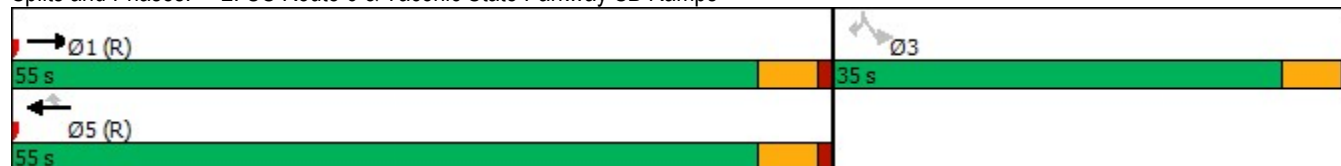
## 2: US Route 6 & Taconic State Parkway SB Ramps

02/01/2024

|                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |
|---------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                                                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Minimum Initial (s)                                                 |                                                                                   | 10.0                                                                              |                                                                                   |                                                                                   | 10.0                                                                              | 10.0                                                                              |                                                                                    |                                                                                     |                                                                                     | 5.0                                                                                 |                                                                                     | 5.0                                                                                 |
| Minimum Split (s)                                                   |                                                                                   | 15.0                                                                              |                                                                                   |                                                                                   | 15.0                                                                              | 15.0                                                                              |                                                                                    |                                                                                     |                                                                                     | 30.0                                                                                |                                                                                     | 30.0                                                                                |
| Total Split (s)                                                     |                                                                                   | 55.0                                                                              |                                                                                   |                                                                                   | 55.0                                                                              | 55.0                                                                              |                                                                                    |                                                                                     |                                                                                     | 35.0                                                                                |                                                                                     | 35.0                                                                                |
| Total Split (%)                                                     |                                                                                   | 61.1%                                                                             |                                                                                   |                                                                                   | 61.1%                                                                             | 61.1%                                                                             |                                                                                    |                                                                                     |                                                                                     | 38.9%                                                                               |                                                                                     | 38.9%                                                                               |
| Maximum Green (s)                                                   |                                                                                   | 50.0                                                                              |                                                                                   |                                                                                   | 50.0                                                                              | 50.0                                                                              |                                                                                    |                                                                                     |                                                                                     | 30.0                                                                                |                                                                                     | 30.0                                                                                |
| Yellow Time (s)                                                     |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 4.0                                                                                 |                                                                                     | 4.0                                                                                 |
| All-Red Time (s)                                                    |                                                                                   | 1.0                                                                               |                                                                                   |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 1.0                                                                                 |                                                                                     | 1.0                                                                                 |
| Lost Time Adjust (s)                                                |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Total Lost Time (s)                                                 |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 5.0                                                                                 |                                                                                     | 5.0                                                                                 |
| Lead/Lag                                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Vehicle Extension (s)                                               |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 2.0                                                                                 |                                                                                     | 2.0                                                                                 |
| Minimum Gap (s)                                                     |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 3.0                                                                                 |                                                                                     | 3.0                                                                                 |
| Time Before Reduce (s)                                              |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Time To Reduce (s)                                                  |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Recall Mode                                                         |                                                                                   | C-Min                                                                             |                                                                                   |                                                                                   | C-Min                                                                             | C-Min                                                                             |                                                                                    |                                                                                     |                                                                                     | None                                                                                |                                                                                     | None                                                                                |
| Walk Time (s)                                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 8.0                                                                                 |                                                                                     | 8.0                                                                                 |
| Flash Dont Walk (s)                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 17.0                                                                                |                                                                                     | 17.0                                                                                |
| Pedestrian Calls (#/hr)                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     | 0                                                                                   |
| Act Effct Green (s)                                                 |                                                                                   | 74.2                                                                              | 90.0                                                                              |                                                                                   | 74.2                                                                              | 74.2                                                                              |                                                                                    |                                                                                     |                                                                                     | 8.8                                                                                 |                                                                                     | 8.8                                                                                 |
| Actuated g/C Ratio                                                  |                                                                                   | 0.82                                                                              | 1.00                                                                              |                                                                                   | 0.82                                                                              | 0.82                                                                              |                                                                                    |                                                                                     |                                                                                     | 0.10                                                                                |                                                                                     | 0.10                                                                                |
| v/c Ratio                                                           |                                                                                   | 0.43                                                                              | 0.17                                                                              |                                                                                   | 0.45                                                                              | 0.34                                                                              |                                                                                    |                                                                                     |                                                                                     | 0.50                                                                                |                                                                                     | 0.50                                                                                |
| Control Delay                                                       |                                                                                   | 1.1                                                                               | 0.1                                                                               |                                                                                   | 3.1                                                                               | 0.7                                                                               |                                                                                    |                                                                                     |                                                                                     | 47.4                                                                                |                                                                                     | 31.8                                                                                |
| Queue Delay                                                         |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Total Delay                                                         |                                                                                   | 1.1                                                                               | 0.1                                                                               |                                                                                   | 3.1                                                                               | 0.7                                                                               |                                                                                    |                                                                                     |                                                                                     | 47.4                                                                                |                                                                                     | 31.8                                                                                |
| LOS                                                                 |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   | A                                                                                 | A                                                                                 |                                                                                    |                                                                                     |                                                                                     | D                                                                                   |                                                                                     | C                                                                                   |
| Approach Delay                                                      |                                                                                   | 0.9                                                                               |                                                                                   |                                                                                   | 2.5                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 39.2                                                                                |                                                                                     |
| Approach LOS                                                        |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Queue Length 50th (ft)                                              |                                                                                   | 35                                                                                | 0                                                                                 |                                                                                   | 88                                                                                | 0                                                                                 |                                                                                    |                                                                                     |                                                                                     | 48                                                                                  |                                                                                     | 30                                                                                  |
| Queue Length 95th (ft)                                              |                                                                                   | 11                                                                                | m0                                                                                |                                                                                   | 140                                                                               | 14                                                                                |                                                                                    |                                                                                     |                                                                                     | 91                                                                                  |                                                                                     | 75                                                                                  |
| Internal Link Dist (ft)                                             |                                                                                   | 562                                                                               |                                                                                   |                                                                                   | 826                                                                               |                                                                                   |                                                                                    | 202                                                                                 |                                                                                     |                                                                                     | 450                                                                                 |                                                                                     |
| Turn Bay Length (ft)                                                |                                                                                   |                                                                                   | 325                                                                               |                                                                                   |                                                                                   | 600                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 105                                                                                 |
| Base Capacity (vph)                                                 |                                                                                   | 2948                                                                              | 1615                                                                              |                                                                                   | 2977                                                                              | 1415                                                                              |                                                                                    |                                                                                     |                                                                                     | 601                                                                                 |                                                                                     | 566                                                                                 |
| 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                                                   |                                                                                   | 0.43                                                                              | 0.17                                                                              |                                                                                   | 0.45                                                                              | 0.34                                                                              |                                                                                    |                                                                                     |                                                                                     | 0.14                                                                                |                                                                                     | 0.17                                                                                |
| Intersection Summary                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                                                          | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Cycle Length: 90                                                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length: 90                                           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Offset: 0 (0%), Referenced to phase 1:EBT and 5:WBT, Start of Green |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Natural Cycle: 60                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type: Actuated-Coordinated                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.50                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Signal Delay: 3.7                                      | Intersection LOS: A                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 48.0%                             | ICU Level of Service A                                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min) 15                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

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

Splits and Phases: 2: US Route 6 & Taconic State Parkway SB Ramps



# Lanes, Volumes, Timings

## 3: Taconic State Parkway NB Ramps & US Route 6

02/01/2024

|                            | →    | ↘     | ↙     | ←    | ↖     | ↗     |
|----------------------------|------|-------|-------|------|-------|-------|
| Lane Group                 | EBT  | EBR   | WBL   | WBT  | NBL   | NBR   |
| Lane Configurations        | ↑↑   | ↑     | ↘     | ↑↑   | ↘     | ↗↗    |
| Traffic Volume (vph)       | 1110 | 134   | 90    | 1554 | 120   | 514   |
| Future Volume (vph)        | 1110 | 134   | 90    | 1554 | 120   | 514   |
| Ideal Flow (vphpl)         | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  |
| Lane Width (ft)            | 12   | 12    | 12    | 12   | 13    | 13    |
| Grade (%)                  | 0%   |       |       | 0%   | 0%    |       |
| Storage Length (ft)        |      | 550   | 150   |      | 440   | 280   |
| Storage Lanes              |      | 1     | 1     |      | 1     | 1     |
| Taper Length (ft)          |      |       | 150   |      | 180   |       |
| Lane Util. Factor          | 0.95 | 1.00  | 1.00  | 0.95 | 1.00  | 0.88  |
| Ped Bike Factor            |      |       |       |      |       |       |
| Frt                        |      | 0.850 |       |      |       | 0.850 |
| Flt Protected              |      |       | 0.950 |      | 0.950 |       |
| Satd. Flow (prot)          | 3574 | 1615  | 1805  | 3574 | 1865  | 2937  |
| Flt Permitted              |      |       | 0.157 |      | 0.950 |       |
| Satd. Flow (perm)          | 3574 | 1615  | 298   | 3574 | 1865  | 2937  |
| Right Turn on Red          |      | Yes   |       |      |       | Yes   |
| Satd. Flow (RTOR)          |      | 146   |       |      |       | 48    |
| Link Speed (mph)           | 30   |       |       | 30   | 30    |       |
| Link Distance (ft)         | 906  |       |       | 737  | 921   |       |
| Travel Time (s)            | 20.6 |       |       | 16.8 | 20.9  |       |
| Confl. Peds. (#/hr)        |      |       |       |      |       |       |
| Confl. Bikes (#/hr)        |      |       |       |      |       |       |
| Peak Hour Factor           | 0.92 | 0.92  | 0.92  | 0.92 | 0.92  | 0.92  |
| Growth Factor              | 100% | 100%  | 100%  | 100% | 100%  | 100%  |
| Heavy Vehicles (%)         | 1%   | 0%    | 0%    | 1%   | 0%    | 0%    |
| Bus Blockages (#/hr)       | 0    | 0     | 0     | 0    | 0     | 0     |
| Parking (#/hr)             |      |       |       |      |       |       |
| Mid-Block Traffic (%)      | 0%   |       |       | 0%   | 0%    |       |
| Adj. Flow (vph)            | 1207 | 146   | 98    | 1689 | 130   | 559   |
| Shared Lane Traffic (%)    |      |       |       |      |       |       |
| Lane Group Flow (vph)      | 1207 | 146   | 98    | 1689 | 130   | 559   |
| Enter Blocked Intersection | No   | No    | No    | No   | No    | No    |
| Lane Alignment             | Left | Right | Left  | Left | Left  | Right |
| Median Width(ft)           | 24   |       |       | 14   | 13    |       |
| Link Offset(ft)            | 0    |       |       | 0    | 0     |       |
| Crosswalk Width(ft)        | 16   |       |       | 16   | 40    |       |
| Two way Left Turn Lane     |      |       |       |      |       |       |
| Headway Factor             | 1.00 | 1.00  | 1.00  | 1.00 | 0.96  | 0.96  |
| Turning Speed (mph)        |      | 9     | 15    |      | 15    | 9     |
| Number of Detectors        | 2    | 1     | 1     | 2    | 1     | 1     |
| Detector Template          | Thru | Right | Left  | Thru | Left  | Right |
| Leading Detector (ft)      | 100  | 20    | 20    | 100  | 20    | 20    |
| Trailing Detector (ft)     | 0    | 0     | 0     | 0    | 0     | 0     |
| Turn Type                  | NA   | Perm  | pm+pt | NA   | Prot  | pm+ov |
| Protected Phases           | 2    |       | 1     | 5    | 3     | 1     |
| Permitted Phases           |      | 2     | 5     |      |       | 3     |
| Detector Phase             | 2    | 2     | 1     | 5    | 3     | 1     |
| Switch Phase               |      |       |       |      |       |       |

Lanes, Volumes, Timings  
3: Taconic State Parkway NB Ramps & US Route 6

02/01/2024



| Lane Group                                                             | EBT   | EBR   | WBL   | WBT                    | NBL   | NBR   |
|------------------------------------------------------------------------|-------|-------|-------|------------------------|-------|-------|
| Minimum Initial (s)                                                    | 10.0  | 10.0  | 5.0   | 10.0                   | 5.0   | 5.0   |
| Minimum Split (s)                                                      | 23.0  | 23.0  | 10.0  | 23.0                   | 10.0  | 10.0  |
| Total Split (s)                                                        | 45.0  | 45.0  | 15.0  | 45.0                   | 30.0  | 15.0  |
| Total Split (%)                                                        | 50.0% | 50.0% | 16.7% | 50.0%                  | 33.3% | 16.7% |
| Maximum Green (s)                                                      | 40.0  | 40.0  | 10.0  | 40.0                   | 25.0  | 10.0  |
| Yellow Time (s)                                                        | 4.0   | 4.0   | 4.0   | 4.0                    | 4.0   | 4.0   |
| All-Red Time (s)                                                       | 1.0   | 1.0   | 1.0   | 1.0                    | 1.0   | 1.0   |
| Lost Time Adjust (s)                                                   | 0.0   | 0.0   | 0.0   | 0.0                    | 0.0   | 0.0   |
| Total Lost Time (s)                                                    | 5.0   | 5.0   | 5.0   | 5.0                    | 5.0   | 5.0   |
| Lead/Lag                                                               | Lag   | Lag   | Lead  |                        |       | Lead  |
| Lead-Lag Optimize?                                                     | Yes   | Yes   | Yes   |                        |       | Yes   |
| Vehicle Extension (s)                                                  | 3.0   | 3.0   | 2.0   | 3.0                    | 2.0   | 2.0   |
| Minimum Gap (s)                                                        | 3.0   | 3.0   | 3.0   | 3.0                    | 3.0   | 3.0   |
| Time Before Reduce (s)                                                 | 0.0   | 0.0   | 0.0   | 0.0                    | 0.0   | 0.0   |
| Time To Reduce (s)                                                     | 0.0   | 0.0   | 0.0   | 0.0                    | 0.0   | 0.0   |
| Recall Mode                                                            | C-Min | C-Min | None  | C-Min                  | None  | None  |
| Walk Time (s)                                                          |       |       |       |                        |       |       |
| Flash Dont Walk (s)                                                    |       |       |       |                        |       |       |
| Pedestrian Calls (#/hr)                                                |       |       |       |                        |       |       |
| Act Effct Green (s)                                                    | 54.3  | 54.3  | 69.3  | 69.3                   | 10.7  | 25.7  |
| Actuated g/C Ratio                                                     | 0.60  | 0.60  | 0.77  | 0.77                   | 0.12  | 0.29  |
| v/c Ratio                                                              | 0.56  | 0.14  | 0.25  | 0.61                   | 0.59  | 0.64  |
| Control Delay                                                          | 11.8  | 2.8   | 4.5   | 6.1                    | 47.9  | 28.6  |
| Queue Delay                                                            | 0.0   | 0.0   | 0.0   | 0.0                    | 0.0   | 0.0   |
| Total Delay                                                            | 11.8  | 2.8   | 4.5   | 6.1                    | 47.9  | 28.6  |
| LOS                                                                    | B     | A     | A     | A                      | D     | C     |
| Approach Delay                                                         | 10.8  |       |       | 6.0                    | 32.2  |       |
| Approach LOS                                                           | B     |       |       | A                      | C     |       |
| Queue Length 50th (ft)                                                 | 162   | 3     | 11    | 172                    | 71    | 143   |
| Queue Length 95th (ft)                                                 | 184   | 11    | 27    | 285                    | 122   | 183   |
| Internal Link Dist (ft)                                                | 826   |       |       | 657                    | 841   |       |
| Turn Bay Length (ft)                                                   |       | 550   | 150   |                        | 440   | 280   |
| Base Capacity (vph)                                                    | 2158  | 1033  | 406   | 2752                   | 518   | 890   |
| 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                                                      | 0.56  | 0.14  | 0.24  | 0.61                   | 0.25  | 0.63  |
| Intersection Summary                                                   |       |       |       |                        |       |       |
| Area Type:                                                             | Other |       |       |                        |       |       |
| Cycle Length: 90                                                       |       |       |       |                        |       |       |
| Actuated Cycle Length: 90                                              |       |       |       |                        |       |       |
| Offset: 16 (18%), Referenced to phase 2:EBT and 5:WBTL, Start of Green |       |       |       |                        |       |       |
| Natural Cycle: 50                                                      |       |       |       |                        |       |       |
| Control Type: Actuated-Coordinated                                     |       |       |       |                        |       |       |
| Maximum v/c Ratio: 0.64                                                |       |       |       |                        |       |       |
| Intersection Signal Delay: 12.5                                        |       |       |       | Intersection LOS: B    |       |       |
| Intersection Capacity Utilization 57.9%                                |       |       |       | ICU Level of Service B |       |       |
| Analysis Period (min) 15                                               |       |       |       |                        |       |       |



# Lanes, Volumes, Timings

## 3: Taconic State Parkway NB Ramps & US Route 6

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Splits and Phases: 3: Taconic State Parkway NB Ramps & US Route 6



# Lanes, Volumes, Timings

## 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6

02/01/2024

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |  |  |  |                                                                                   |  |  |                                                                                     |  |  |  |
| Traffic Volume (vph)       | 194                                                                               | 557                                                                               | 513                                                                               | 34                                                                                | 663                                                                               | 92                                                                                | 365                                                                                | 107                                                                                 | 64                                                                                  | 64                                                                                  | 161                                                                                 | 259                                                                                 |
| Future Volume (vph)        | 194                                                                               | 557                                                                               | 513                                                                               | 34                                                                                | 663                                                                               | 92                                                                                | 365                                                                                | 107                                                                                 | 64                                                                                  | 64                                                                                  | 161                                                                                 | 259                                                                                 |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 11                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 13                                                                                | 13                                                                                | 11                                                                                 | 11                                                                                  | 11                                                                                  | 10                                                                                  | 12                                                                                  | 10                                                                                  |
| Grade (%)                  |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Storage Length (ft)        | 415                                                                               |                                                                                   | 335                                                                               | 280                                                                               |                                                                                   | 0                                                                                 | 350                                                                                |                                                                                     | 0                                                                                   | 110                                                                                 |                                                                                     | 110                                                                                 |
| Storage Lanes              | 1                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 2                                                                                  |                                                                                     | 0                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 80                                                                                |                                                                                   |                                                                                   | 80                                                                                |                                                                                   |                                                                                   | 150                                                                                |                                                                                     |                                                                                     | 40                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 0.97                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Frt                        |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   | 0.982                                                                             |                                                                                   |                                                                                    | 0.944                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                              |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1745                                                                              | 3539                                                                              | 1615                                                                              | 1711                                                                              | 3663                                                                              | 0                                                                                 | 3385                                                                               | 1727                                                                                | 0                                                                                   | 1685                                                                                | 1900                                                                                | 1507                                                                                |
| Flt Permitted              | 0.125                                                                             |                                                                                   |                                                                                   | 0.423                                                                             |                                                                                   |                                                                                   | 0.950                                                                              |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 230                                                                               | 3539                                                                              | 1615                                                                              | 762                                                                               | 3663                                                                              | 0                                                                                 | 3385                                                                               | 1727                                                                                | 0                                                                                   | 1685                                                                                | 1900                                                                                | 1507                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                    |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 558                                                                               |                                                                                   | 14                                                                                |                                                                                   |                                                                                    | 26                                                                                  |                                                                                     |                                                                                     |                                                                                     | 235                                                                                 |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 875                                                                               |                                                                                   |                                                                                   | 2395                                                                              |                                                                                   |                                                                                    | 1106                                                                                |                                                                                     |                                                                                     | 663                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 19.9                                                                              |                                                                                   |                                                                                   | 54.4                                                                              |                                                                                   |                                                                                    | 25.1                                                                                |                                                                                     |                                                                                     | 15.1                                                                                |                                                                                     |
| Confl. Peds. (#/hr)        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Confl. Bikes (#/hr)        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Peak Hour Factor           | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Growth Factor              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                               | 100%                                                                                | 100%                                                                                | 100%                                                                                | 100%                                                                                | 100%                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 2%                                                                                | 0%                                                                                | 2%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                 | 0%                                                                                  | 1%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Parking (#/hr)             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mid-Block Traffic (%)      |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Adj. Flow (vph)            | 211                                                                               | 605                                                                               | 558                                                                               | 37                                                                                | 721                                                                               | 100                                                                               | 397                                                                                | 116                                                                                 | 70                                                                                  | 70                                                                                  | 175                                                                                 | 282                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 211                                                                               | 605                                                                               | 558                                                                               | 37                                                                                | 821                                                                               | 0                                                                                 | 397                                                                                | 186                                                                                 | 0                                                                                   | 70                                                                                  | 175                                                                                 | 282                                                                                 |
| 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)           |                                                                                   | 15                                                                                |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                    | 22                                                                                  |                                                                                     |                                                                                     | 22                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 36                                                                                |                                                                                   |                                                                                    | 36                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 1.04                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                              | 0.96                                                                              | 0.96                                                                              | 1.04                                                                               | 1.04                                                                                | 1.04                                                                                | 1.09                                                                                | 1.00                                                                                | 1.09                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                 |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                  | 2                                                                                   |                                                                                     | 1                                                                                   | 2                                                                                   | 1                                                                                   |
| Detector Template          | Left                                                                              | Thru                                                                              | Right                                                                             | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                               | Thru                                                                                |                                                                                     | Left                                                                                | Thru                                                                                | Right                                                                               |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               | 20                                                                                | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                 | 100                                                                                 |                                                                                     | 20                                                                                  | 100                                                                                 | 20                                                                                  |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Turn Type                  | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                |                                                                                   | Split                                                                              | NA                                                                                  |                                                                                     | Split                                                                               | NA                                                                                  | Perm                                                                                |
| Protected Phases           | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   |                                                                                     | 4                                                                                   | 4                                                                                   |                                                                                     |
| Permitted Phases           | 6                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 4                                                                                   |
| Detector Phase             | 1                                                                                 | 6                                                                                 | 6                                                                                 | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   |                                                                                     | 4                                                                                   | 4                                                                                   | 4                                                                                   |
| Switch Phase               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Lanes, Volumes, Timings

## 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6

02/01/2024

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Minimum Initial (s)     | 2.0                                                                               | 5.0                                                                               | 5.0                                                                               | 2.0                                                                               | 5.0                                                                               |                                                                                   | 2.0                                                                                | 2.0                                                                                 |                                                                                     | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |
| Minimum Split (s)       | 9.5                                                                               | 24.0                                                                              | 24.0                                                                              | 9.5                                                                               | 24.0                                                                              |                                                                                   | 48.0                                                                               | 48.0                                                                                |                                                                                     | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                |
| Total Split (s)         | 21.0                                                                              | 31.0                                                                              | 31.0                                                                              | 16.0                                                                              | 31.0                                                                              |                                                                                   | 24.0                                                                               | 24.0                                                                                |                                                                                     | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                |
| Total Split (%)         | 21.0%                                                                             | 31.0%                                                                             | 31.0%                                                                             | 16.0%                                                                             | 31.0%                                                                             |                                                                                   | 24.0%                                                                              | 24.0%                                                                               |                                                                                     | 24.0%                                                                               | 24.0%                                                                               | 24.0%                                                                               |
| Maximum Green (s)       | 15.0                                                                              | 25.0                                                                              | 25.0                                                                              | 10.0                                                                              | 25.0                                                                              |                                                                                   | 18.0                                                                               | 18.0                                                                                |                                                                                     | 18.0                                                                                | 18.0                                                                                | 18.0                                                                                |
| Yellow Time (s)         | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                | 5.0                                                                                 |                                                                                     | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |
| All-Red Time (s)        | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                                | 1.0                                                                                 |                                                                                     | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)     | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                                | 6.0                                                                                 |                                                                                     | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |
| Lead/Lag                | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                               | Lead                                                                                |                                                                                     | Lag                                                                                 | Lag                                                                                 | Lag                                                                                 |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                | 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                                                                                 | 3.0                                                                                 |
| Minimum Gap (s)         | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                | 3.0                                                                                 |                                                                                     | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |
| Time Before Reduce (s)  | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Time To Reduce (s)      | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Recall Mode             | None                                                                              | Min                                                                               | Min                                                                               | None                                                                              | Min                                                                               |                                                                                   | None                                                                               | None                                                                                |                                                                                     | None                                                                                | None                                                                                | None                                                                                |
| Walk Time (s)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 7.0                                                                                | 7.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Flash Dont Walk (s)     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 35.0                                                                               | 35.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Pedestrian Calls (#/hr) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Act Effct Green (s)     | 41.6                                                                              | 34.3                                                                              | 34.3                                                                              | 30.3                                                                              | 23.6                                                                              |                                                                                   | 15.5                                                                               | 15.5                                                                                |                                                                                     | 13.8                                                                                | 13.8                                                                                | 13.8                                                                                |
| Actuated g/C Ratio      | 0.47                                                                              | 0.38                                                                              | 0.38                                                                              | 0.34                                                                              | 0.26                                                                              |                                                                                   | 0.17                                                                               | 0.17                                                                                |                                                                                     | 0.15                                                                                | 0.15                                                                                | 0.15                                                                                |
| v/c Ratio               | 0.68                                                                              | 0.44                                                                              | 0.58                                                                              | 0.11                                                                              | 0.84                                                                              |                                                                                   | 0.68                                                                               | 0.58                                                                                |                                                                                     | 0.27                                                                                | 0.60                                                                                | 0.66                                                                                |
| Control Delay           | 30.3                                                                              | 24.3                                                                              | 5.0                                                                               | 16.2                                                                              | 40.8                                                                              |                                                                                   | 42.1                                                                               | 38.5                                                                                |                                                                                     | 37.9                                                                                | 45.5                                                                                | 16.4                                                                                |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay             | 30.3                                                                              | 24.3                                                                              | 5.0                                                                               | 16.2                                                                              | 40.8                                                                              |                                                                                   | 42.1                                                                               | 38.5                                                                                |                                                                                     | 37.9                                                                                | 45.5                                                                                | 16.4                                                                                |
| LOS                     | C                                                                                 | C                                                                                 | A                                                                                 | B                                                                                 | D                                                                                 |                                                                                   | D                                                                                  | D                                                                                   |                                                                                     | D                                                                                   | D                                                                                   | B                                                                                   |
| Approach Delay          |                                                                                   | 17.4                                                                              |                                                                                   |                                                                                   | 39.8                                                                              |                                                                                   |                                                                                    | 41.0                                                                                |                                                                                     |                                                                                     | 28.9                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | D                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Queue Length 50th (ft)  | 73                                                                                | 150                                                                               | 0                                                                                 | 12                                                                                | 236                                                                               |                                                                                   | 112                                                                                | 86                                                                                  |                                                                                     | 37                                                                                  | 97                                                                                  | 24                                                                                  |
| Queue Length 95th (ft)  | 154                                                                               | 221                                                                               | 78                                                                                | 31                                                                                | #370                                                                              |                                                                                   | 172                                                                                | 165                                                                                 |                                                                                     | 79                                                                                  | 170                                                                                 | 108                                                                                 |
| Internal Link Dist (ft) |                                                                                   | 795                                                                               |                                                                                   |                                                                                   | 2315                                                                              |                                                                                   |                                                                                    | 1026                                                                                |                                                                                     |                                                                                     | 583                                                                                 |                                                                                     |
| Turn Bay Length (ft)    | 415                                                                               |                                                                                   | 335                                                                               | 280                                                                               |                                                                                   |                                                                                   | 350                                                                                |                                                                                     |                                                                                     | 110                                                                                 |                                                                                     | 110                                                                                 |
| Base Capacity (vph)     | 366                                                                               | 1360                                                                              | 964                                                                               | 396                                                                               | 1055                                                                              |                                                                                   | 695                                                                                | 375                                                                                 |                                                                                     | 346                                                                                 | 390                                                                                 | 496                                                                                 |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Reduced v/c Ratio       | 0.58                                                                              | 0.44                                                                              | 0.58                                                                              | 0.09                                                                              | 0.78                                                                              |                                                                                   | 0.57                                                                               | 0.50                                                                                |                                                                                     | 0.20                                                                                | 0.45                                                                                | 0.57                                                                                |

### Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 89.3

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 29.1

Intersection LOS: C

Intersection Capacity Utilization 70.9%

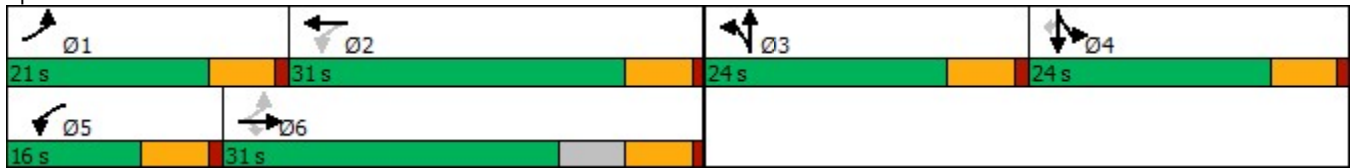
ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6



Lanes, Volumes, Timings  
8: Hill Boulevard & US Route 6

02/01/2024

|                            |  |  |  |  |  |  |   |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (vph)       | 67                                                                                | 515                                                                               | 103                                                                               | 123                                                                               | 608                                                                               | 46                                                                                | 67                                                                                  | 72                                                                                  | 196                                                                                 | 33                                                                                  | 86                                                                                  | 114                                                                                 |
| Future Volume (vph)        | 67                                                                                | 515                                                                               | 103                                                                               | 123                                                                               | 608                                                                               | 46                                                                                | 67                                                                                  | 72                                                                                  | 196                                                                                 | 33                                                                                  | 86                                                                                  | 114                                                                                 |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 11                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 13                                                                                | 13                                                                                | 11                                                                                  | 11                                                                                  | 11                                                                                  | 11                                                                                  | 11                                                                                  | 11                                                                                  |
| Grade (%)                  |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Storage Length (ft)        | 280                                                                               |                                                                                   | 0                                                                                 | 400                                                                               |                                                                                   | 0                                                                                 | 85                                                                                  |                                                                                     | 0                                                                                   | 100                                                                                 |                                                                                     | 0                                                                                   |
| Storage Lanes              | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                   |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     | 0                                                                                   |
| Taper Length (ft)          | 80                                                                                |                                                                                   |                                                                                   | 140                                                                               |                                                                                   |                                                                                   | 80                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Frt                        |                                                                                   | 0.975                                                                             |                                                                                   |                                                                                   | 0.989                                                                             |                                                                                   |                                                                                     |                                                                                     | 0.850                                                                               |                                                                                     | 0.914                                                                               |                                                                                     |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1711                                                                              | 3451                                                                              | 0                                                                                 | 1711                                                                              | 3617                                                                              | 0                                                                                 | 1711                                                                                | 1801                                                                                | 1531                                                                                | 1711                                                                                | 1646                                                                                | 0                                                                                   |
| Flt Permitted              | 0.277                                                                             |                                                                                   |                                                                                   | 0.251                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 499                                                                               | 3451                                                                              | 0                                                                                 | 452                                                                               | 3617                                                                              | 0                                                                                 | 1711                                                                                | 1801                                                                                | 1531                                                                                | 1711                                                                                | 1646                                                                                | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   | 26                                                                                |                                                                                   |                                                                                   | 9                                                                                 |                                                                                   |                                                                                     |                                                                                     | 213                                                                                 |                                                                                     | 61                                                                                  |                                                                                     |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                     | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 2395                                                                              |                                                                                   |                                                                                   | 2100                                                                              |                                                                                   |                                                                                     | 540                                                                                 |                                                                                     |                                                                                     | 1483                                                                                |                                                                                     |
| Travel Time (s)            |                                                                                   | 54.4                                                                              |                                                                                   |                                                                                   | 47.7                                                                              |                                                                                   |                                                                                     | 12.3                                                                                |                                                                                     |                                                                                     | 33.7                                                                                |                                                                                     |
| Confl. Peds. (#/hr)        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Confl. Bikes (#/hr)        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Peak Hour Factor           | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Growth Factor              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                              | 100%                                                                                | 100%                                                                                | 100%                                                                                | 100%                                                                                | 100%                                                                                | 100%                                                                                |
| Heavy Vehicles (%)         | 2%                                                                                | 2%                                                                                | 2%                                                                                | 2%                                                                                | 2%                                                                                | 2%                                                                                | 2%                                                                                  | 2%                                                                                  | 2%                                                                                  | 2%                                                                                  | 2%                                                                                  | 2%                                                                                  |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Parking (#/hr)             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mid-Block Traffic (%)      |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Adj. Flow (vph)            | 73                                                                                | 560                                                                               | 112                                                                               | 134                                                                               | 661                                                                               | 50                                                                                | 73                                                                                  | 78                                                                                  | 213                                                                                 | 36                                                                                  | 93                                                                                  | 124                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 73                                                                                | 672                                                                               | 0                                                                                 | 134                                                                               | 711                                                                               | 0                                                                                 | 73                                                                                  | 78                                                                                  | 213                                                                                 | 36                                                                                  | 217                                                                                 | 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)           |                                                                                   | 15                                                                                |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                     | 14                                                                                  |                                                                                     |                                                                                     | 11                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 1.04                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                              | 0.96                                                                              | 0.96                                                                              | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   | 1                                                                                   | 2                                                                                   |                                                                                     |
| Detector Template          | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                                | Thru                                                                                | Right                                                                               | Left                                                                                | Thru                                                                                |                                                                                     |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                  | 100                                                                                 | 20                                                                                  | 20                                                                                  | 100                                                                                 |                                                                                     |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                             | NA                                                                                |                                                                                   | Split                                                                               | NA                                                                                  | Perm                                                                                | Split                                                                               | NA                                                                                  |                                                                                     |
| Protected Phases           | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                   | 3                                                                                   |                                                                                     | 4                                                                                   | 4                                                                                   |                                                                                     |
| Permitted Phases           | 6                                                                                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     | 3                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Detector Phase             | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   | 4                                                                                   | 4                                                                                   |                                                                                     |
| Switch Phase               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Lanes, Volumes, Timings  
8: Hill Boulevard & US Route 6

02/01/2024

|                                                                 |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                                                      | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Minimum Initial (s)                                             | 5.0                                                                               | 12.0                                                                              |                                                                                   | 5.0                                                                               | 12.0                                                                              |                                                                                   | 5.0                                                                                | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| Minimum Split (s)                                               | 11.0                                                                              | 18.0                                                                              |                                                                                   | 11.0                                                                              | 18.0                                                                              |                                                                                   | 11.0                                                                               | 11.0                                                                                | 11.0                                                                                | 41.0                                                                                | 41.0                                                                                |                                                                                     |
| Total Split (s)                                                 | 16.0                                                                              | 36.0                                                                              |                                                                                   | 16.0                                                                              | 36.0                                                                              |                                                                                   | 21.0                                                                               | 21.0                                                                                | 21.0                                                                                | 21.0                                                                                | 21.0                                                                                |                                                                                     |
| Total Split (%)                                                 | 17.0%                                                                             | 38.3%                                                                             |                                                                                   | 17.0%                                                                             | 38.3%                                                                             |                                                                                   | 22.3%                                                                              | 22.3%                                                                               | 22.3%                                                                               | 22.3%                                                                               | 22.3%                                                                               |                                                                                     |
| Maximum Green (s)                                               | 10.0                                                                              | 30.0                                                                              |                                                                                   | 10.0                                                                              | 30.0                                                                              |                                                                                   | 15.0                                                                               | 15.0                                                                                | 15.0                                                                                | 15.0                                                                                | 15.0                                                                                |                                                                                     |
| Yellow Time (s)                                                 | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| All-Red Time (s)                                                | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                                | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 |                                                                                     |
| Lost Time Adjust (s)                                            | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Lost Time (s)                                             | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                                | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Lead/Lag                                                        | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                               | Lead                                                                                | Lead                                                                                | Lag                                                                                 | Lag                                                                                 |                                                                                     |
| Lead-Lag Optimize?                                              | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |                                                                                     |
| Vehicle Extension (s)                                           | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                                | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |
| Minimum Gap (s)                                                 | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| Time Before Reduce (s)                                          | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Time To Reduce (s)                                              | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Recall Mode                                                     | None                                                                              | Min                                                                               |                                                                                   | None                                                                              | Min                                                                               |                                                                                   | None                                                                               | None                                                                                | None                                                                                | None                                                                                | None                                                                                |                                                                                     |
| Walk Time (s)                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |
| Flash Dont Walk (s)                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 28.0                                                                                | 28.0                                                                                |
| Pedestrian Calls (#/hr)                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   | 0                                                                                   |
| Act Effct Green (s)                                             | 24.1                                                                              | 19.1                                                                              |                                                                                   | 26.8                                                                              | 20.5                                                                              |                                                                                   | 8.1                                                                                | 8.1                                                                                 | 8.1                                                                                 | 11.2                                                                                | 11.2                                                                                |                                                                                     |
| Actuated g/C Ratio                                              | 0.35                                                                              | 0.28                                                                              |                                                                                   | 0.39                                                                              | 0.30                                                                              |                                                                                   | 0.12                                                                               | 0.12                                                                                | 0.12                                                                                | 0.16                                                                                | 0.16                                                                                |                                                                                     |
| v/c Ratio                                                       | 0.25                                                                              | 0.69                                                                              |                                                                                   | 0.41                                                                              | 0.66                                                                              |                                                                                   | 0.36                                                                               | 0.37                                                                                | 0.58                                                                                | 0.13                                                                                | 0.68                                                                                |                                                                                     |
| Control Delay                                                   | 14.2                                                                              | 26.7                                                                              |                                                                                   | 16.1                                                                              | 25.2                                                                              |                                                                                   | 37.5                                                                               | 37.3                                                                                | 12.4                                                                                | 29.9                                                                                | 33.9                                                                                |                                                                                     |
| Queue Delay                                                     | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Delay                                                     | 14.2                                                                              | 26.7                                                                              |                                                                                   | 16.1                                                                              | 25.2                                                                              |                                                                                   | 37.5                                                                               | 37.3                                                                                | 12.4                                                                                | 29.9                                                                                | 33.9                                                                                |                                                                                     |
| LOS                                                             | B                                                                                 | C                                                                                 |                                                                                   | B                                                                                 | C                                                                                 |                                                                                   | D                                                                                  | D                                                                                   | B                                                                                   | C                                                                                   | C                                                                                   |                                                                                     |
| Approach Delay                                                  | 25.5                                                                              |                                                                                   |                                                                                   |                                                                                   | 23.8                                                                              |                                                                                   |                                                                                    | 22.7                                                                                |                                                                                     |                                                                                     | 33.3                                                                                |                                                                                     |
| Approach LOS                                                    | C                                                                                 |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Queue Length 50th (ft)                                          | 17                                                                                | 133                                                                               |                                                                                   | 32                                                                                | 138                                                                               |                                                                                   | 30                                                                                 | 32                                                                                  | 0                                                                                   | 13                                                                                  | 63                                                                                  |                                                                                     |
| Queue Length 95th (ft)                                          | 45                                                                                | 223                                                                               |                                                                                   | 74                                                                                | 233                                                                               |                                                                                   | 79                                                                                 | 82                                                                                  | 62                                                                                  | 45                                                                                  | #173                                                                                |                                                                                     |
| Internal Link Dist (ft)                                         | 2315                                                                              |                                                                                   |                                                                                   |                                                                                   | 2020                                                                              |                                                                                   |                                                                                    | 460                                                                                 |                                                                                     |                                                                                     | 1403                                                                                |                                                                                     |
| Turn Bay Length (ft)                                            | 280                                                                               |                                                                                   |                                                                                   | 400                                                                               |                                                                                   |                                                                                   | 85                                                                                 |                                                                                     |                                                                                     | 100                                                                                 |                                                                                     |                                                                                     |
| Base Capacity (vph)                                             | 383                                                                               | 1638                                                                              |                                                                                   | 381                                                                               | 1707                                                                              |                                                                                   | 402                                                                                | 423                                                                                 | 523                                                                                 | 402                                                                                 | 433                                                                                 |                                                                                     |
| 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                                               | 0.19                                                                              | 0.41                                                                              |                                                                                   | 0.35                                                                              | 0.42                                                                              |                                                                                   | 0.18                                                                               | 0.18                                                                                | 0.41                                                                                | 0.09                                                                                | 0.50                                                                                |                                                                                     |
| Intersection Summary                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                                                      | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Cycle Length: 94                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length: 68.6                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Natural Cycle: 85                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type: Actuated-Uncoordinated                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.69                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Signal Delay: 25.3                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | Intersection LOS: C                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 60.0%                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service B                                                            |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min) 15                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| # 95th percentile volume exceeds capacity, queue may be longer. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Queue shown is maximum after two cycles.

Splits and Phases: 8: Hill Boulevard & US Route 6

|                                                                                                                                                                                |                                                                                                                                                                                |                                                                                                                                                                                 |                                                                                                                                                                                    |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  Ø1<br> 16 s |  Ø2<br> 36 s |  Ø3<br> 21 s |  Ø4<br> 21 s |
|  Ø5<br> 16 s |  Ø6<br> 36 s |                                                                                                                                                                                 |                                                                                                                                                                                    |

HCM 6th TWSC  
4: E Main Street & US Route 6

02/01/2024

| Intersection             |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |      |                                                                                   |      |      |                                                                                     |      |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 28.7                                                                              |                                                                                   |      |                                                                                   |                                                                                   |      |      |                                                                                   |      |      |                                                                                     |      |
| Movement                 | EBL                                                                               | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | WBR  | NBL  | NBT                                                                               | NBR  | SBL  | SBT                                                                                 | SBR  |
| Lane Configurations      |  |  |      |  |  |      |      |  |      |      |  |      |
| Traffic Vol, veh/h       | 364                                                                               | 1260                                                                              | 0    | 2                                                                                 | 1282                                                                              | 3    | 0    | 0                                                                                 | 3    | 1    | 0                                                                                   | 362  |
| Future Vol, veh/h        | 364                                                                               | 1260                                                                              | 0    | 2                                                                                 | 1282                                                                              | 3    | 0    | 0                                                                                 | 3    | 1    | 0                                                                                   | 362  |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0    | 0                                                                                 | 0    | 0    | 0                                                                                   | 0    |
| Sign Control             | Free                                                                              | Free                                                                              | Free | Free                                                                              | Free                                                                              | Free | Stop | Stop                                                                              | Stop | Stop | Stop                                                                                | Stop |
| RT Channelized           | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None | -    | -                                                                                 | None | -    | -                                                                                   | None |
| Storage Length           | 150                                                                               | -                                                                                 | -    | 140                                                                               | -                                                                                 | -    | -    | -                                                                                 | -    | -    | -                                                                                   | -    |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -    | 0                                                                                 | -    | -    | 0                                                                                   | -    |
| Grade, %                 | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -    | 0                                                                                 | -    | -    | 0                                                                                   | -    |
| Peak Hour Factor         | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92                                                                                | 92   | 92   | 92                                                                                | 92   | 92   | 92                                                                                  | 92   |
| Heavy Vehicles, %        | 0                                                                                 | 50                                                                                | 0    | 0                                                                                 | 0                                                                                 | 0    | 0    | 0                                                                                 | 1    | 0    | 0                                                                                   | 0    |
| Mvmt Flow                | 396                                                                               | 1370                                                                              | 0    | 2                                                                                 | 1393                                                                              | 3    | 0    | 0                                                                                 | 3    | 1    | 0                                                                                   | 393  |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |      |      | Minor2 |      |       |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|-------|
| Conflicting Flow All | 1396   | 0 | 0 | 1370   | 0 | 0 | 2863   | 3562 | 685  | 2876   | 3561 | 698   |
| Stage 1              | -      | - | - | -      | - | - | 2162   | 2162 | -    | 1399   | 1399 | -     |
| Stage 2              | -      | - | - | -      | - | - | 701    | 1400 | -    | 1477   | 2162 | -     |
| Critical Hdwy        | 4.1    | - | - | 4.1    | - | - | 7.5    | 6.5  | 6.92 | 7.5    | 6.5  | 6.9   |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.5    | 5.5  | -    | 6.5    | 5.5  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.5    | 5.5  | -    | 6.5    | 5.5  | -     |
| Follow-up Hdwy       | 2.2    | - | - | 2.2    | - | - | 3.5    | 4    | 3.31 | 3.5    | 4    | 3.3   |
| Pot Cap-1 Maneuver   | 496    | - | - | 508    | - | - | 8      | 6    | 393  | 8      | 6    | ~ 388 |
| Stage 1              | -      | - | - | -      | - | - | 50     | 87   | -    | 151    | 209  | -     |
| Stage 2              | -      | - | - | -      | - | - | 400    | 209  | -    | 135    | 87   | -     |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -    | -    | -      | -    | -     |
| Mov Cap-1 Maneuver   | 496    | - | - | 508    | - | - | -      | 1    | 393  | 3      | 1    | ~ 388 |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | -      | 1    | -    | 3      | 1    | -     |
| Stage 1              | -      | - | - | -      | - | - | 10     | 18   | -    | 31     | 208  | -     |
| Stage 2              | -      | - | - | -      | - | - | -      | 208  | -    | 27     | 18   | -     |

| Approach             | EB  | WB | NB | SB    |
|----------------------|-----|----|----|-------|
| HCM Control Delay, s | 7.9 | 0  |    | 223.8 |
| HCM LOS              |     |    | -  | F     |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | -     | 496   | -   | -   | 508   | -   | -   | 287   |
| HCM Lane V/C Ratio    | -     | 0.798 | -   | -   | 0.004 | -   | -   | 1.375 |
| HCM Control Delay (s) | -     | 35.1  | -   | -   | 12.1  | -   | -   | 223.8 |
| HCM Lane LOS          | -     | E     | -   | -   | B     | -   | -   | F     |
| HCM 95th %tile Q(veh) | -     | 7.4   | -   | -   | 0     | -   | -   | 20.6  |

| Notes                      |                        |                            |                                |
|----------------------------|------------------------|----------------------------|--------------------------------|
| ~: Volume exceeds capacity | \$: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |



HCM 6th TWSC  
5: E Main Street & Old Rt 6

02/01/2024

| Intersection             |                                                                                   |        |      |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.1                                                                               |        |      |                                                                                   |                                                                                   |      |
| Movement                 | EBT                                                                               | EBR    | WBL  | WBT                                                                               | NBL                                                                               | NBR  |
| Lane Configurations      |  |        |      |  |  |      |
| Traffic Vol, veh/h       | 2                                                                                 | 3      | 360  | 2                                                                                 | 0                                                                                 | 367  |
| Future Vol, veh/h        | 2                                                                                 | 3      | 360  | 2                                                                                 | 0                                                                                 | 367  |
| 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         | 92                                                                                | 92     | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 1                                                                                 | 0      | 0    | 1                                                                                 | 0                                                                                 | 2    |
| Mvmt Flow                | 2                                                                                 | 3      | 391  | 2                                                                                 | 0                                                                                 | 399  |
|                          |                                                                                   |        |      |                                                                                   |                                                                                   |      |
| Major/Minor              | Minor2                                                                            | Major2 |      |                                                                                   |                                                                                   |      |
| Conflicting Flow All     | 784                                                                               | 2      | 0    | 0                                                                                 |                                                                                   |      |
| Stage 1                  | 784                                                                               | -      | -    | -                                                                                 |                                                                                   |      |
| Stage 2                  | 0                                                                                 | -      | -    | -                                                                                 |                                                                                   |      |
| Critical Hdwy            | 6.51                                                                              | 6.2    | 4.1  | -                                                                                 |                                                                                   |      |
| Critical Hdwy Stg 1      | 5.51                                                                              | -      | -    | -                                                                                 |                                                                                   |      |
| Critical Hdwy Stg 2      | -                                                                                 | -      | -    | -                                                                                 |                                                                                   |      |
| Follow-up Hdwy           | 4.009                                                                             | 3.3    | 2.2  | -                                                                                 |                                                                                   |      |
| Pot Cap-1 Maneuver       | 326                                                                               | 1088   | -    | -                                                                                 |                                                                                   |      |
| Stage 1                  | 406                                                                               | -      | -    | -                                                                                 |                                                                                   |      |
| Stage 2                  | -                                                                                 | -      | -    | -                                                                                 |                                                                                   |      |
| Platoon blocked, %       |                                                                                   |        |      | -                                                                                 |                                                                                   |      |
| Mov Cap-1 Maneuver       | 0                                                                                 | 1088   | -    | -                                                                                 |                                                                                   |      |
| Mov Cap-2 Maneuver       | 0                                                                                 | -      | -    | -                                                                                 |                                                                                   |      |
| Stage 1                  | 0                                                                                 | -      | -    | -                                                                                 |                                                                                   |      |
| Stage 2                  | 0                                                                                 | -      | -    | -                                                                                 |                                                                                   |      |
|                          |                                                                                   |        |      |                                                                                   |                                                                                   |      |
| Approach                 | EB                                                                                | WB     |      |                                                                                   |                                                                                   |      |
| HCM Control Delay, s     | 8.3                                                                               |        |      |                                                                                   |                                                                                   |      |
| HCM LOS                  | A                                                                                 |        |      |                                                                                   |                                                                                   |      |
|                          |                                                                                   |        |      |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | EBLn1                                                                             | WBL    | WBT  |                                                                                   |                                                                                   |      |
| Capacity (veh/h)         | 1088                                                                              | -      | -    |                                                                                   |                                                                                   |      |
| HCM Lane V/C Ratio       | 0.005                                                                             | -      | -    |                                                                                   |                                                                                   |      |
| HCM Control Delay (s)    | 8.3                                                                               | -      | -    |                                                                                   |                                                                                   |      |
| HCM Lane LOS             | A                                                                                 | -      | -    |                                                                                   |                                                                                   |      |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -      | -    |                                                                                   |                                                                                   |      |

**Intersection**

Int Delay, s/veh 5.1

| Movement                 | EBT                                                                               | EBR  | WBL  | WBT                                                                               | NBL                                                                               | NBR  |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 242                                                                               | 98   | 134  | 325                                                                               | 36                                                                                | 211  |
| Future Vol, veh/h        | 242                                                                               | 98   | 134  | 325                                                                               | 36                                                                                | 211  |
| 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, %        | 1                                                                                 | 0    | 0    | 1                                                                                 | 0                                                                                 | 0    |
| Mvmt Flow                | 263                                                                               | 107  | 146  | 353                                                                               | 39                                                                                | 229  |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 370    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.1    |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.2    |
| Pot Cap-1 Maneuver   | -      | -      | 1200   |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 1200   |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach             | EB | WB  | NB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 0  | 2.5 | 17 |
| HCM LOS              |    |     | C  |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 564   | -   | -   | 1200  | -   |
| HCM Lane V/C Ratio    | 0.476 | -   | -   | 0.121 | -   |
| HCM Control Delay (s) | 17    | -   | -   | 8.4   | 0   |
| HCM Lane LOS          | C     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 2.5   | -   | -   | 0.4   | -   |

| Intersection             |        |      |      |        |       |      |        |       |       |        |       |       |
|--------------------------|--------|------|------|--------|-------|------|--------|-------|-------|--------|-------|-------|
| Int Delay, s/veh         | 3.6    |      |      |        |       |      |        |       |       |        |       |       |
| Movement                 | EBL    | EBT  | EBR  | WBL    | WBT   | WBR  | NBL    | NBT   | NBR   | SBL    | SBT   | SBR   |
| Lane Configurations      |        | ↕    |      |        | ↕     |      |        | ↕     |       |        | ↕     |       |
| Traffic Vol, veh/h       | 0      | 349  | 56   | 63     | 434   | 0    | 42     | 0     | 119   | 0      | 0     | 0     |
| Future Vol, veh/h        | 0      | 349  | 56   | 63     | 434   | 0    | 42     | 0     | 119   | 0      | 0     | 0     |
| Conflicting Peds, #/hr   | 0      | 0    | 0    | 0      | 0     | 0    | 0      | 0     | 0     | 0      | 0     | 0     |
| Sign Control             | Free   | Free | Free | Free   | Free  | Free | Stop   | Stop  | Stop  | Stop   | Stop  | Stop  |
| RT Channelized           | -      | -    | None | -      | -     | None | -      | -     | None  | -      | -     | None  |
| Storage Length           | -      | -    | -    | -      | -     | -    | -      | -     | -     | -      | -     | -     |
| Veh in Median Storage, # | -      | 0    | -    | -      | 0     | -    | -      | 0     | -     | -      | 0     | -     |
| Grade, %                 | -      | 0    | -    | -      | 0     | -    | -      | 0     | -     | -      | 0     | -     |
| Peak Hour Factor         | 92     | 92   | 92   | 92     | 92    | 92   | 92     | 92    | 92    | 92     | 92    | 92    |
| Heavy Vehicles, %        | 2      | 2    | 2    | 2      | 2     | 2    | 2      | 2     | 2     | 2      | 2     | 2     |
| Mvmt Flow                | 0      | 379  | 61   | 68     | 472   | 0    | 46     | 0     | 129   | 0      | 0     | 0     |
| Major/Minor              | Major1 |      |      | Major2 |       |      | Minor1 |       |       | Minor2 |       |       |
| Conflicting Flow All     | 472    | 0    | 0    | 440    | 0     | 0    | 1018   | 1018  | 410   | 1082   | 1048  | 472   |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 410    | 410   | -     | 608    | 608   | -     |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 608    | 608   | -     | 474    | 440   | -     |
| Critical Hdwy            | 4.12   | -    | -    | 4.12   | -     | -    | 7.12   | 6.52  | 6.22  | 7.12   | 6.52  | 6.22  |
| Critical Hdwy Stg 1      | -      | -    | -    | -      | -     | -    | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Critical Hdwy Stg 2      | -      | -    | -    | -      | -     | -    | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Follow-up Hdwy           | 2.218  | -    | -    | 2.218  | -     | -    | 3.518  | 4.018 | 3.318 | 3.518  | 4.018 | 3.318 |
| Pot Cap-1 Maneuver       | 1090   | -    | -    | 1120   | -     | -    | 216    | 237   | 642   | 195    | 228   | 592   |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 619    | 595   | -     | 483    | 486   | -     |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 483    | 486   | -     | 571    | 578   | -     |
| Platoon blocked, %       | -      | -    | -    | -      | -     | -    | -      | -     | -     | -      | -     | -     |
| Mov Cap-1 Maneuver       | 1090   | -    | -    | 1120   | -     | -    | 202    | 218   | 642   | 146    | 209   | 592   |
| Mov Cap-2 Maneuver       | -      | -    | -    | -      | -     | -    | 202    | 218   | -     | 146    | 209   | -     |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 619    | 595   | -     | 483    | 446   | -     |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 443    | 446   | -     | 456    | 578   | -     |
| Approach                 | EB     |      |      | WB     |       |      | NB     |       |       | SB     |       |       |
| HCM Control Delay, s     | 0      |      |      | 1.1    |       |      | 20.2   |       |       | 0      |       |       |
| HCM LOS                  |        |      |      |        |       |      | C      |       |       | A      |       |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBL  | EBT  | EBR    | WBL   | WBT  | WBR    | SBLn1 |       |        |       |       |
| Capacity (veh/h)         | 409    | 1090 | -    | -      | 1120  | -    | -      | -     |       |        |       |       |
| HCM Lane V/C Ratio       | 0.428  | -    | -    | -      | 0.061 | -    | -      | -     |       |        |       |       |
| HCM Control Delay (s)    | 20.2   | 0    | -    | -      | 8.4   | 0    | -      | 0     |       |        |       |       |
| HCM Lane LOS             | C      | A    | -    | -      | A     | A    | -      | A     |       |        |       |       |
| HCM 95th %tile Q(veh)    | 2.1    | 0    | -    | -      | 0.2   | -    | -      | -     |       |        |       |       |



1: Barger Street & US Route 6  
Lanes, Volumes, Timings

No Action

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |                                                                                   |  |  |                                                                                   |                                                                                    |  |  |  |  |  |
| Traffic Volume (vph)       | 14                                                                                | 1366                                                                              | 103                                                                               | 230                                                                               | 672                                                                               | 7                                                                                 | 108                                                                                | 14                                                                                  | 196                                                                                 | 46                                                                                  | 33                                                                                  | 16                                                                                  |
| Future Volume (vph)        | 14                                                                                | 1366                                                                              | 103                                                                               | 230                                                                               | 672                                                                               | 7                                                                                 | 108                                                                                | 14                                                                                  | 196                                                                                 | 46                                                                                  | 33                                                                                  | 16                                                                                  |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 11                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 11                                                                                 | 11                                                                                  | 12                                                                                  | 10                                                                                  | 10                                                                                  | 10                                                                                  |
| Storage Length (ft)        | 200                                                                               |                                                                                   | 0                                                                                 | 335                                                                               |                                                                                   | 0                                                                                 | 0                                                                                  |                                                                                     | 100                                                                                 | 105                                                                                 |                                                                                     | 0                                                                                   |
| Storage Lanes              | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                  |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     | 0                                                                                   |
| Taper Length (ft)          | 150                                                                               |                                                                                   |                                                                                   | 210                                                                               |                                                                                   |                                                                                   | 25                                                                                 |                                                                                     |                                                                                     | 120                                                                                 |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                        |                                                                                   | 0.989                                                                             |                                                                                   |                                                                                   | 0.998                                                                             |                                                                                   |                                                                                    |                                                                                     | 0.850                                                                               |                                                                                     | 0.951                                                                               |                                                                                     |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                    | 0.958                                                                               |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1631                                                                              | 3417                                                                              | 0                                                                                 | 1687                                                                              | 3499                                                                              | 0                                                                                 | 0                                                                                  | 1528                                                                                | 1482                                                                                | 1685                                                                                | 1621                                                                                | 0                                                                                   |
| Flt Permitted              | 0.351                                                                             |                                                                                   |                                                                                   | 0.089                                                                             |                                                                                   |                                                                                   |                                                                                    | 0.703                                                                               |                                                                                     | 0.674                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 602                                                                               | 3417                                                                              | 0                                                                                 | 158                                                                               | 3499                                                                              | 0                                                                                 | 0                                                                                  | 1121                                                                                | 1482                                                                                | 1195                                                                                | 1621                                                                                | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                    |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   | 10                                                                                |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                    |                                                                                     | 206                                                                                 |                                                                                     | 22                                                                                  |                                                                                     |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 1131                                                                              |                                                                                   |                                                                                   | 642                                                                               |                                                                                   |                                                                                    | 494                                                                                 |                                                                                     |                                                                                     | 419                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 25.7                                                                              |                                                                                   |                                                                                   | 14.6                                                                              |                                                                                   |                                                                                    | 11.2                                                                                |                                                                                     |                                                                                     | 9.5                                                                                 |                                                                                     |
| Peak Hour Factor           | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.95                                                                               | 0.95                                                                                | 0.95                                                                                | 0.73                                                                                | 0.73                                                                                | 0.73                                                                                |
| Heavy Vehicles (%)         | 7%                                                                                | 4%                                                                                | 11%                                                                               | 7%                                                                                | 3%                                                                                | 0%                                                                                | 16%                                                                                | 9%                                                                                  | 9%                                                                                  | 0%                                                                                  | 6%                                                                                  | 0%                                                                                  |
| Adj. Flow (vph)            | 14                                                                                | 1394                                                                              | 105                                                                               | 237                                                                               | 693                                                                               | 7                                                                                 | 114                                                                                | 15                                                                                  | 206                                                                                 | 63                                                                                  | 45                                                                                  | 22                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 14                                                                                | 1499                                                                              | 0                                                                                 | 237                                                                               | 700                                                                               | 0                                                                                 | 0                                                                                  | 129                                                                                 | 206                                                                                 | 63                                                                                  | 67                                                                                  | 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                                                                                |                                                                                   |                                                                                   | 18                                                                                |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 10                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                    | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 1.04                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                               | 1.04                                                                                | 1.00                                                                                | 1.09                                                                                | 1.09                                                                                | 1.09                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                 |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                  | 2                                                                                   | 1                                                                                   | 1                                                                                   | 2                                                                                   |                                                                                     |
| Detector Template          | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                               | Thru                                                                                | Right                                                                               | Left                                                                                | Thru                                                                                |                                                                                     |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                 | 100                                                                                 | 20                                                                                  | 20                                                                                  | 100                                                                                 |                                                                                     |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                 | 6                                                                                   | 20                                                                                  | 20                                                                                  | 6                                                                                   |                                                                                     |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                              | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               |                                                                                     |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                    | 94                                                                                  |                                                                                     |                                                                                     | 94                                                                                  |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                    | 6                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                    | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                             | NA                                                                                |                                                                                   | Perm                                                                               | NA                                                                                  | Perm                                                                                | Perm                                                                                | NA                                                                                  |                                                                                     |

# 1: Barger Street & US Route 6

## Lanes, Volumes, Timings

No Action

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Protected Phases        | 2                                                                                 | 5                                                                                 |                                                                                   | 6                                                                                 | 1                                                                                 |                                                                                   |                                                                                    | 3                                                                                   |                                                                                     |                                                                                     | 3                                                                                   |                                                                                     |
| Permitted Phases        | 5                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 3                                                                                  |                                                                                     | 3                                                                                   | 3                                                                                   |                                                                                     |                                                                                     |
| Detector Phase          | 2                                                                                 | 5                                                                                 |                                                                                   | 6                                                                                 | 1                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   |                                                                                     |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 6.0                                                                               | 5.0                                                                               |                                                                                   | 6.0                                                                               | 5.0                                                                               |                                                                                   | 6.0                                                                                | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Minimum Split (s)       | 12.0                                                                              | 11.0                                                                              |                                                                                   | 12.0                                                                              | 11.0                                                                              |                                                                                   | 12.0                                                                               | 12.0                                                                                | 12.0                                                                                | 12.0                                                                                | 12.0                                                                                |                                                                                     |
| Total Split (s)         | 20.0                                                                              | 40.0                                                                              |                                                                                   | 20.0                                                                              | 40.0                                                                              |                                                                                   | 30.0                                                                               | 30.0                                                                                | 30.0                                                                                | 30.0                                                                                | 30.0                                                                                |                                                                                     |
| Total Split (%)         | 22.2%                                                                             | 44.4%                                                                             |                                                                                   | 22.2%                                                                             | 44.4%                                                                             |                                                                                   | 33.3%                                                                              | 33.3%                                                                               | 33.3%                                                                               | 33.3%                                                                               | 33.3%                                                                               |                                                                                     |
| Maximum Green (s)       | 14.0                                                                              | 34.0                                                                              |                                                                                   | 14.0                                                                              | 34.0                                                                              |                                                                                   | 24.0                                                                               | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                |                                                                                     |
| Yellow Time (s)         | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| All-Red Time (s)        | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                                | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 |                                                                                     |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Lost Time (s)     | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                    | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Lead/Lag                | Lag                                                                               | Lead                                                                              |                                                                                   | Lag                                                                               | Lead                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                               | Yes                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Vehicle Extension (s)   | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                                | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |
| Recall Mode             | None                                                                              | C-Min                                                                             |                                                                                   | None                                                                              | C-Min                                                                             |                                                                                   | None                                                                               | None                                                                                | None                                                                                | None                                                                                | None                                                                                |                                                                                     |
| Act Effct Green (s)     | 47.5                                                                              | 43.8                                                                              |                                                                                   | 60.7                                                                              | 57.9                                                                              |                                                                                   |                                                                                    | 15.2                                                                                | 15.2                                                                                | 15.2                                                                                | 15.2                                                                                |                                                                                     |
| Actuated g/C Ratio      | 0.53                                                                              | 0.49                                                                              |                                                                                   | 0.67                                                                              | 0.64                                                                              |                                                                                   |                                                                                    | 0.17                                                                                | 0.17                                                                                | 0.17                                                                                | 0.17                                                                                |                                                                                     |
| v/c Ratio               | 0.03                                                                              | 0.90                                                                              |                                                                                   | 0.72                                                                              | 0.31                                                                              |                                                                                   |                                                                                    | 0.69                                                                                | 0.49                                                                                | 0.31                                                                                | 0.23                                                                                |                                                                                     |
| Control Delay           | 10.7                                                                              | 32.1                                                                              |                                                                                   | 39.9                                                                              | 12.2                                                                              |                                                                                   |                                                                                    | 52.1                                                                                | 8.5                                                                                 | 34.5                                                                                | 23.2                                                                                |                                                                                     |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Delay             | 10.7                                                                              | 32.1                                                                              |                                                                                   | 39.9                                                                              | 12.2                                                                              |                                                                                   |                                                                                    | 52.1                                                                                | 8.5                                                                                 | 34.5                                                                                | 23.2                                                                                |                                                                                     |
| LOS                     | B                                                                                 | C                                                                                 |                                                                                   | D                                                                                 | B                                                                                 |                                                                                   |                                                                                    | D                                                                                   | A                                                                                   | C                                                                                   | C                                                                                   |                                                                                     |
| Approach Delay          |                                                                                   | 31.9                                                                              |                                                                                   |                                                                                   | 19.2                                                                              |                                                                                   |                                                                                    | 25.3                                                                                |                                                                                     |                                                                                     | 28.7                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Queue Length 50th (ft)  | 4                                                                                 | 394                                                                               |                                                                                   | 85                                                                                | 90                                                                                |                                                                                   |                                                                                    | 70                                                                                  | 0                                                                                   | 32                                                                                  | 22                                                                                  |                                                                                     |
| Queue Length 95th (ft)  | 10                                                                                | #665                                                                              |                                                                                   | #210                                                                              | 247                                                                               |                                                                                   |                                                                                    | 116                                                                                 | 52                                                                                  | 49                                                                                  | 40                                                                                  |                                                                                     |
| Internal Link Dist (ft) |                                                                                   | 1051                                                                              |                                                                                   |                                                                                   | 562                                                                               |                                                                                   |                                                                                    | 414                                                                                 |                                                                                     |                                                                                     | 339                                                                                 |                                                                                     |
| Turn Bay Length (ft)    | 200                                                                               |                                                                                   |                                                                                   | 335                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     | 100                                                                                 | 105                                                                                 |                                                                                     |                                                                                     |
| Base Capacity (vph)     | 489                                                                               | 1667                                                                              |                                                                                   | 346                                                                               | 2283                                                                              |                                                                                   |                                                                                    | 298                                                                                 | 546                                                                                 | 318                                                                                 | 448                                                                                 |                                                                                     |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Reduced v/c Ratio       | 0.03                                                                              | 0.90                                                                              |                                                                                   | 0.68                                                                              | 0.31                                                                              |                                                                                   |                                                                                    | 0.43                                                                                | 0.38                                                                                | 0.20                                                                                | 0.15                                                                                |                                                                                     |

### Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 86 (96%), Referenced to phase 1:WBTL and 5:EBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 26.9

Intersection LOS: C

Intersection Capacity Utilization 82.2%

ICU Level of Service E

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

# 1: Barger Street & US Route 6 Lanes, Volumes, Timings

No Action

Splits and Phases: 1: Barger Street & US Route 6

|                                                                                          |                                                                                      |                                                                                        |
|------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
|  Ø1 (R) |  Ø2 |  Ø3 |
| 40 s                                                                                     | 20 s                                                                                 | 30 s                                                                                   |
|  Ø5 (R) |  Ø6 |                                                                                        |
| 40 s                                                                                     | 20 s                                                                                 |                                                                                        |

## 2: US Route 6 & Taconic State Parkway SB Ramps

### Lanes, Volumes, Timings

No Action

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |                                                                                   | ↑↑                                                                                | ↗                                                                                 |                                                                                   | ↑↑                                                                                | ↗                                                                                 |                                                                                     |                                                                                     |                                                                                     | ↗                                                                                   |                                                                                     | ↗                                                                                   |
| Traffic Volume (vph)       | 0                                                                                 | 1023                                                                              | 585                                                                               | 0                                                                                 | 730                                                                               | 909                                                                               | 0                                                                                   | 0                                                                                   | 0                                                                                   | 142                                                                                 | 0                                                                                   | 179                                                                                 |
| Future Volume (vph)        | 0                                                                                 | 1023                                                                              | 585                                                                               | 0                                                                                 | 730                                                                               | 909                                                                               | 0                                                                                   | 0                                                                                   | 0                                                                                   | 142                                                                                 | 0                                                                                   | 179                                                                                 |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Storage Length (ft)        | 0                                                                                 |                                                                                   | 325                                                                               | 0                                                                                 |                                                                                   | 600                                                                               | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 105                                                                                 |
| Storage Lanes              | 0                                                                                 |                                                                                   | 1                                                                                 | 0                                                                                 |                                                                                   | 1                                                                                 | 0                                                                                   |                                                                                     | 0                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                        |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 3406                                                                              | 1599                                                                              | 0                                                                                 | 3406                                                                              | 1615                                                                              | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1787                                                                                | 0                                                                                   | 1615                                                                                |
| Flt Permitted              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 3406                                                                              | 1599                                                                              | 0                                                                                 | 3406                                                                              | 1615                                                                              | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1787                                                                                | 0                                                                                   | 1615                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 608                                                                               |                                                                                   |                                                                                   | 1021                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 157                                                                                 |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                     | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 642                                                                               |                                                                                   |                                                                                   | 906                                                                               |                                                                                   |                                                                                     | 282                                                                                 |                                                                                     |                                                                                     | 530                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 14.6                                                                              |                                                                                   |                                                                                   | 20.6                                                                              |                                                                                   |                                                                                     | 6.4                                                                                 |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Peak Hour Factor           | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.25                                                                                | 0.25                                                                                | 0.25                                                                                | 0.80                                                                                | 0.80                                                                                | 0.80                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 6%                                                                                | 1%                                                                                | 0%                                                                                | 6%                                                                                | 0%                                                                                | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 1%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Adj. Flow (vph)            | 0                                                                                 | 1077                                                                              | 616                                                                               | 0                                                                                 | 820                                                                               | 1021                                                                              | 0                                                                                   | 0                                                                                   | 0                                                                                   | 178                                                                                 | 0                                                                                   | 224                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 1077                                                                              | 616                                                                               | 0                                                                                 | 820                                                                               | 1021                                                                              | 0                                                                                   | 0                                                                                   | 0                                                                                   | 178                                                                                 | 0                                                                                   | 224                                                                                 |
| 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                                                                                |                                                                                   |                                                                                   | 24                                                                                |                                                                                   |                                                                                     | 12                                                                                  |                                                                                     |                                                                                     | 24                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     | 26                                                                                  |                                                                                     |
| 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                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        |                                                                                   | 2                                                                                 | 1                                                                                 |                                                                                   | 2                                                                                 | 1                                                                                 |                                                                                     |                                                                                     |                                                                                     | 1                                                                                   |                                                                                     | 1                                                                                   |
| Detector Template          |                                                                                   | Thru                                                                              | Right                                                                             |                                                                                   | Thru                                                                              | Right                                                                             |                                                                                     |                                                                                     |                                                                                     | Left                                                                                |                                                                                     | Right                                                                               |
| Leading Detector (ft)      |                                                                                   | 100                                                                               | 20                                                                                |                                                                                   | 100                                                                               | 20                                                                                |                                                                                     |                                                                                     |                                                                                     | 20                                                                                  |                                                                                     | 20                                                                                  |
| Trailing Detector (ft)     |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     | 0                                                                                   |
| Detector 1 Position(ft)    |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     | 0                                                                                   |
| Detector 1 Size(ft)        |                                                                                   | 6                                                                                 | 20                                                                                |                                                                                   | 6                                                                                 | 20                                                                                |                                                                                     |                                                                                     |                                                                                     | 20                                                                                  |                                                                                     | 20                                                                                  |
| Detector 1 Type            |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                     |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     | Cl+Ex                                                                               |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Detector 1 Queue (s)       |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Detector 1 Delay (s)       |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Turn Type                  |                                                                                   | NA                                                                                | Free                                                                              |                                                                                   | NA                                                                                | Perm                                                                              |                                                                                     |                                                                                     |                                                                                     | Perm                                                                                |                                                                                     | Perm                                                                                |
| Protected Phases           |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 5                                                                                 |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



## 2: US Route 6 & Taconic State Parkway SB Ramps

### Lanes, Volumes, Timings

No Action

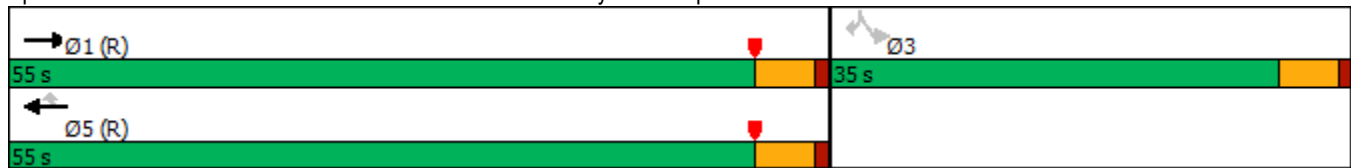
|                                                                      |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                                                           | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Permitted Phases                                                     | Free                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 5                                                                                 |                                                                                    |                                                                                     |                                                                                     | 3                                                                                   |                                                                                     | 3                                                                                   |
| Detector Phase                                                       |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 5                                                                                 | 5                                                                                 |                                                                                    |                                                                                     |                                                                                     | 3                                                                                   |                                                                                     | 3                                                                                   |
| Switch Phase                                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)                                                  |                                                                                   | 10.0                                                                              |                                                                                   |                                                                                   | 10.0                                                                              | 10.0                                                                              |                                                                                    |                                                                                     |                                                                                     | 5.0                                                                                 |                                                                                     | 5.0                                                                                 |
| Minimum Split (s)                                                    |                                                                                   | 15.0                                                                              |                                                                                   |                                                                                   | 15.0                                                                              | 15.0                                                                              |                                                                                    |                                                                                     |                                                                                     | 30.0                                                                                |                                                                                     | 30.0                                                                                |
| Total Split (s)                                                      |                                                                                   | 55.0                                                                              |                                                                                   |                                                                                   | 55.0                                                                              | 55.0                                                                              |                                                                                    |                                                                                     |                                                                                     | 35.0                                                                                |                                                                                     | 35.0                                                                                |
| Total Split (%)                                                      |                                                                                   | 61.1%                                                                             |                                                                                   |                                                                                   | 61.1%                                                                             | 61.1%                                                                             |                                                                                    |                                                                                     |                                                                                     | 38.9%                                                                               |                                                                                     | 38.9%                                                                               |
| Maximum Green (s)                                                    |                                                                                   | 50.0                                                                              |                                                                                   |                                                                                   | 50.0                                                                              | 50.0                                                                              |                                                                                    |                                                                                     |                                                                                     | 30.0                                                                                |                                                                                     | 30.0                                                                                |
| Yellow Time (s)                                                      |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 4.0                                                                                 |                                                                                     | 4.0                                                                                 |
| All-Red Time (s)                                                     |                                                                                   | 1.0                                                                               |                                                                                   |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 1.0                                                                                 |                                                                                     | 1.0                                                                                 |
| Lost Time Adjust (s)                                                 |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Total Lost Time (s)                                                  |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 5.0                                                                                 |                                                                                     | 5.0                                                                                 |
| Lead/Lag                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Vehicle Extension (s)                                                |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 2.0                                                                                 |                                                                                     | 2.0                                                                                 |
| Recall Mode                                                          |                                                                                   | C-Min                                                                             |                                                                                   |                                                                                   | C-Min                                                                             | C-Min                                                                             |                                                                                    |                                                                                     |                                                                                     | None                                                                                |                                                                                     | None                                                                                |
| Walk Time (s)                                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 8.0                                                                                 | 8.0                                                                                 |
| Flash Dont Walk (s)                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 17.0                                                                                | 17.0                                                                                |
| Pedestrian Calls (#/hr)                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   | 0                                                                                   |
| Act Effct Green (s)                                                  |                                                                                   | 66.6                                                                              | 90.0                                                                              |                                                                                   | 66.6                                                                              | 66.6                                                                              |                                                                                    |                                                                                     |                                                                                     | 13.4                                                                                |                                                                                     | 13.4                                                                                |
| Actuated g/C Ratio                                                   |                                                                                   | 0.74                                                                              | 1.00                                                                              |                                                                                   | 0.74                                                                              | 0.74                                                                              |                                                                                    |                                                                                     |                                                                                     | 0.15                                                                                |                                                                                     | 0.15                                                                                |
| v/c Ratio                                                            |                                                                                   | 0.43                                                                              | 0.39                                                                              |                                                                                   | 0.33                                                                              | 0.70                                                                              |                                                                                    |                                                                                     |                                                                                     | 0.67                                                                                |                                                                                     | 0.60                                                                                |
| Control Delay                                                        |                                                                                   | 8.5                                                                               | 1.0                                                                               |                                                                                   | 4.6                                                                               | 5.2                                                                               |                                                                                    |                                                                                     |                                                                                     | 47.9                                                                                |                                                                                     | 18.4                                                                                |
| Queue Delay                                                          |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Total Delay                                                          |                                                                                   | 8.5                                                                               | 1.0                                                                               |                                                                                   | 4.6                                                                               | 5.2                                                                               |                                                                                    |                                                                                     |                                                                                     | 47.9                                                                                |                                                                                     | 18.4                                                                                |
| LOS                                                                  |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   | A                                                                                 | A                                                                                 |                                                                                    |                                                                                     |                                                                                     | D                                                                                   |                                                                                     | B                                                                                   |
| Approach Delay                                                       |                                                                                   | 5.7                                                                               |                                                                                   |                                                                                   | 4.9                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 31.4                                                                                |                                                                                     |
| Approach LOS                                                         |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Queue Length 50th (ft)                                               |                                                                                   | 185                                                                               | 0                                                                                 |                                                                                   | 65                                                                                | 34                                                                                |                                                                                    |                                                                                     |                                                                                     | 97                                                                                  |                                                                                     | 34                                                                                  |
| Queue Length 95th (ft)                                               |                                                                                   | m114                                                                              | m0                                                                                |                                                                                   | 112                                                                               | 152                                                                               |                                                                                    |                                                                                     |                                                                                     | 134                                                                                 |                                                                                     | 74                                                                                  |
| Internal Link Dist (ft)                                              |                                                                                   | 562                                                                               |                                                                                   |                                                                                   | 826                                                                               |                                                                                   |                                                                                    | 202                                                                                 |                                                                                     |                                                                                     | 450                                                                                 |                                                                                     |
| Turn Bay Length (ft)                                                 |                                                                                   |                                                                                   | 325                                                                               |                                                                                   |                                                                                   | 600                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 105                                                                                 |
| Base Capacity (vph)                                                  |                                                                                   | 2518                                                                              | 1599                                                                              |                                                                                   | 2518                                                                              | 1460                                                                              |                                                                                    |                                                                                     |                                                                                     | 595                                                                                 |                                                                                     | 643                                                                                 |
| 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                                                    |                                                                                   | 0.43                                                                              | 0.39                                                                              |                                                                                   | 0.33                                                                              | 0.70                                                                              |                                                                                    |                                                                                     |                                                                                     | 0.30                                                                                |                                                                                     | 0.35                                                                                |
| Intersection Summary                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                                                           | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Cycle Length: 90                                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length: 90                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Offset: 0 (0%), Referenced to phase 1:EBT and 5:WBT, Start of Yellow |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Natural Cycle: 60                                                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type: Actuated-Coordinated                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.70                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Signal Delay: 8.0                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | Intersection LOS: A                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 60.5%                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service B                                                            |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min) 15                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

## 2: US Route 6 & Taconic State Parkway SB Ramps Lanes, Volumes, Timings

No Action

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

Splits and Phases: 2: US Route 6 & Taconic State Parkway SB Ramps



### 3: Taconic State Parkway NB Ramps & US Route 6 Lanes, Volumes, Timings

No Action

|                            | →     | ↘     | ↙     | ←     | ↖     | ↗     |
|----------------------------|-------|-------|-------|-------|-------|-------|
| Lane Group                 | EBT   | EBR   | WBL   | WBT   | NBL   | NBR   |
| Lane Configurations        | ↑↑    | ↑     | ↘     | ↑↑    | ↘     | ↗     |
| Traffic Volume (vph)       | 1049  | 116   | 83    | 1574  | 65    | 292   |
| Future Volume (vph)        | 1049  | 116   | 83    | 1574  | 65    | 292   |
| Ideal Flow (vphpl)         | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Width (ft)            | 12    | 12    | 12    | 12    | 13    | 13    |
| Storage Length (ft)        |       | 550   | 150   |       | 440   | 280   |
| Storage Lanes              |       | 1     | 1     |       | 1     | 1     |
| Taper Length (ft)          |       |       | 150   |       | 180   |       |
| Lane Util. Factor          | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 0.88  |
| Frt                        |       | 0.850 |       |       |       | 0.850 |
| Flt Protected              |       |       | 0.950 |       | 0.950 |       |
| Satd. Flow (prot)          | 3374  | 1615  | 1805  | 3438  | 1776  | 2908  |
| Flt Permitted              |       |       | 0.196 |       | 0.950 |       |
| Satd. Flow (perm)          | 3374  | 1615  | 372   | 3438  | 1776  | 2908  |
| Right Turn on Red          |       | Yes   |       |       |       | No    |
| Satd. Flow (RTOR)          |       | 125   |       |       |       |       |
| Link Speed (mph)           | 30    |       |       | 30    | 30    |       |
| Link Distance (ft)         | 906   |       |       | 737   | 921   |       |
| Travel Time (s)            | 20.6  |       |       | 16.8  | 20.9  |       |
| Peak Hour Factor           | 0.93  | 0.93  | 0.94  | 0.94  | 0.89  | 0.89  |
| Heavy Vehicles (%)         | 7%    | 0%    | 0%    | 5%    | 5%    | 1%    |
| Adj. Flow (vph)            | 1128  | 125   | 88    | 1674  | 73    | 328   |
| Shared Lane Traffic (%)    |       |       |       |       |       |       |
| Lane Group Flow (vph)      | 1128  | 125   | 88    | 1674  | 73    | 328   |
| Enter Blocked Intersection | No    | No    | No    | No    | No    | No    |
| Lane Alignment             | Left  | Right | Left  | Left  | Left  | Right |
| Median Width(ft)           | 24    |       |       | 14    | 13    |       |
| Link Offset(ft)            | 0     |       |       | 0     | 0     |       |
| Crosswalk Width(ft)        | 16    |       |       | 16    | 40    |       |
| Two way Left Turn Lane     |       |       |       |       |       |       |
| Headway Factor             | 1.00  | 1.00  | 1.00  | 1.00  | 0.96  | 0.96  |
| Turning Speed (mph)        |       | 9     | 15    |       | 15    | 9     |
| Number of Detectors        | 2     | 1     | 1     | 2     | 1     | 1     |
| Detector Template          | Thru  | Right | Left  | Thru  | Left  | Right |
| Leading Detector (ft)      | 100   | 20    | 20    | 100   | 20    | 20    |
| Trailing Detector (ft)     | 0     | 0     | 0     | 0     | 0     | 0     |
| Detector 1 Position(ft)    | 0     | 0     | 0     | 0     | 0     | 0     |
| Detector 1 Size(ft)        | 6     | 20    | 20    | 6     | 20    | 20    |
| Detector 1 Type            | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel         |       |       |       |       |       |       |
| Detector 1 Extend (s)      | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Detector 1 Queue (s)       | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Detector 1 Delay (s)       | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Detector 2 Position(ft)    | 94    |       |       | 94    |       |       |
| Detector 2 Size(ft)        | 6     |       |       | 6     |       |       |
| Detector 2 Type            | Cl+Ex |       |       | Cl+Ex |       |       |
| Detector 2 Channel         |       |       |       |       |       |       |
| Detector 2 Extend (s)      | 0.0   |       |       | 0.0   |       |       |
| Turn Type                  | NA    | Perm  | pm+pt | NA    | Prot  | pm+ov |

### 3: Taconic State Parkway NB Ramps & US Route 6 Lanes, Volumes, Timings

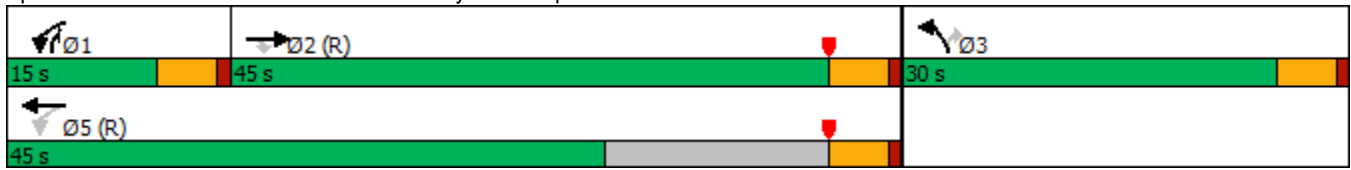
No Action

|                                                                         |       |       |       |                        |       |       |
|-------------------------------------------------------------------------|-------|-------|-------|------------------------|-------|-------|
|                                                                         | →     | ↘     | ↙     | ←                      | ↖     | ↗     |
| Lane Group                                                              | EBT   | EBR   | WBL   | WBT                    | NBL   | NBR   |
| Protected Phases                                                        | 2     |       | 1     | 5                      | 3     | 1     |
| Permitted Phases                                                        |       | 2     | 5     |                        |       | 3     |
| Detector Phase                                                          | 2     | 2     | 1     | 5                      | 3     | 1     |
| Switch Phase                                                            |       |       |       |                        |       |       |
| Minimum Initial (s)                                                     | 10.0  | 10.0  | 5.0   | 10.0                   | 5.0   | 5.0   |
| Minimum Split (s)                                                       | 23.0  | 23.0  | 10.0  | 23.0                   | 10.0  | 10.0  |
| Total Split (s)                                                         | 45.0  | 45.0  | 15.0  | 45.0                   | 30.0  | 15.0  |
| Total Split (%)                                                         | 50.0% | 50.0% | 16.7% | 50.0%                  | 33.3% | 16.7% |
| Maximum Green (s)                                                       | 40.0  | 40.0  | 10.0  | 40.0                   | 25.0  | 10.0  |
| Yellow Time (s)                                                         | 4.0   | 4.0   | 4.0   | 4.0                    | 4.0   | 4.0   |
| All-Red Time (s)                                                        | 1.0   | 1.0   | 1.0   | 1.0                    | 1.0   | 1.0   |
| Lost Time Adjust (s)                                                    | 0.0   | 0.0   | 0.0   | 0.0                    | 0.0   | 0.0   |
| Total Lost Time (s)                                                     | 5.0   | 5.0   | 5.0   | 5.0                    | 5.0   | 5.0   |
| Lead/Lag                                                                | Lag   | Lag   | Lead  |                        |       | Lead  |
| Lead-Lag Optimize?                                                      | Yes   | Yes   | Yes   |                        |       | Yes   |
| Vehicle Extension (s)                                                   | 3.0   | 3.0   | 2.0   | 3.0                    | 2.0   | 2.0   |
| Recall Mode                                                             | C-Min | C-Min | None  | C-Min                  | None  | None  |
| Act Effct Green (s)                                                     | 61.5  | 61.5  | 73.8  | 74.8                   | 8.2   | 18.5  |
| Actuated g/C Ratio                                                      | 0.68  | 0.68  | 0.82  | 0.83                   | 0.09  | 0.21  |
| v/c Ratio                                                               | 0.49  | 0.11  | 0.21  | 0.59                   | 0.45  | 0.55  |
| Control Delay                                                           | 9.0   | 1.3   | 3.4   | 4.6                    | 47.1  | 34.8  |
| Queue Delay                                                             | 0.0   | 0.0   | 0.0   | 0.0                    | 0.0   | 0.0   |
| Total Delay                                                             | 9.0   | 1.3   | 3.4   | 4.6                    | 47.1  | 34.8  |
| LOS                                                                     | A     | A     | A     | A                      | D     | C     |
| Approach Delay                                                          | 8.2   |       |       | 4.5                    | 37.0  |       |
| Approach LOS                                                            | A     |       |       | A                      | D     |       |
| Queue Length 50th (ft)                                                  | 223   | 1     | 8     | 144                    | 40    | 94    |
| Queue Length 95th (ft)                                                  | 237   | 7     | 20    | 239                    | 79    | 128   |
| Internal Link Dist (ft)                                                 | 826   |       |       | 657                    | 841   |       |
| Turn Bay Length (ft)                                                    |       | 550   | 150   |                        | 440   | 280   |
| Base Capacity (vph)                                                     | 2305  | 1143  | 464   | 2858                   | 493   | 684   |
| 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                                                       | 0.49  | 0.11  | 0.19  | 0.59                   | 0.15  | 0.48  |
| Intersection Summary                                                    |       |       |       |                        |       |       |
| Area Type:                                                              | Other |       |       |                        |       |       |
| Cycle Length: 90                                                        |       |       |       |                        |       |       |
| Actuated Cycle Length: 90                                               |       |       |       |                        |       |       |
| Offset: 16 (18%), Referenced to phase 2:EBT and 5:WBTL, Start of Yellow |       |       |       |                        |       |       |
| Natural Cycle: 45                                                       |       |       |       |                        |       |       |
| Control Type: Actuated-Coordinated                                      |       |       |       |                        |       |       |
| Maximum v/c Ratio: 0.59                                                 |       |       |       |                        |       |       |
| Intersection Signal Delay: 9.7                                          |       |       |       | Intersection LOS: A    |       |       |
| Intersection Capacity Utilization 56.0%                                 |       |       |       | ICU Level of Service B |       |       |
| Analysis Period (min) 15                                                |       |       |       |                        |       |       |

### 3: Taconic State Parkway NB Ramps & US Route 6 Lanes, Volumes, Timings

No Action

Splits and Phases: 3: Taconic State Parkway NB Ramps & US Route 6



#### 4: E Main Street & US Route 6

#### Lanes, Volumes, Timings

No Action

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                        | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |  |  |                                                                                   |  |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)              | 316                                                                               | 1006                                                                              | 19                                                                                | 9                                                                                 | 1170                                                                              | 2                                                                                 | 14                                                                                 | 0                                                                                   | 8                                                                                   | 1                                                                                   | 0                                                                                   | 473                                                                                 |
| Future Volume (vph)               | 316                                                                               | 1006                                                                              | 19                                                                                | 9                                                                                 | 1170                                                                              | 2                                                                                 | 14                                                                                 | 0                                                                                   | 8                                                                                   | 1                                                                                   | 0                                                                                   | 473                                                                                 |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)                   | 14                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 11                                                                                | 11                                                                                | 12                                                                                 | 12                                                                                  | 12                                                                                  | 15                                                                                  | 15                                                                                  | 15                                                                                  |
| Storage Length (ft)               | 150                                                                               |                                                                                   | 0                                                                                 | 140                                                                               |                                                                                   | 0                                                                                 | 0                                                                                  |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   |
| Storage Lanes                     | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                  |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   |
| Taper Length (ft)                 | 130                                                                               |                                                                                   |                                                                                   | 140                                                                               |                                                                                   |                                                                                   | 25                                                                                 |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor                 | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                               |                                                                                   | 0.997                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 0.951                                                                               |                                                                                     |                                                                                     | 0.865                                                                               |                                                                                     |
| Flt Protected                     | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                    | 0.969                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)                 | 1799                                                                              | 3399                                                                              | 0                                                                                 | 1544                                                                              | 3353                                                                              | 0                                                                                 | 0                                                                                  | 1751                                                                                | 0                                                                                   | 0                                                                                   | 1719                                                                                | 0                                                                                   |
| Flt Permitted                     | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                    | 0.969                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)                 | 1799                                                                              | 3399                                                                              | 0                                                                                 | 1544                                                                              | 3353                                                                              | 0                                                                                 | 0                                                                                  | 1751                                                                                | 0                                                                                   | 0                                                                                   | 1719                                                                                | 0                                                                                   |
| Link Speed (mph)                  |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)                |                                                                                   | 737                                                                               |                                                                                   |                                                                                   | 875                                                                               |                                                                                   |                                                                                    | 222                                                                                 |                                                                                     |                                                                                     | 154                                                                                 |                                                                                     |
| Travel Time (s)                   |                                                                                   | 16.8                                                                              |                                                                                   |                                                                                   | 19.9                                                                              |                                                                                   |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     | 3.5                                                                                 |                                                                                     |
| Peak Hour Factor                  | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.35                                                                               | 0.35                                                                                | 0.35                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                |
| Heavy Vehicles (%)                | 7%                                                                                | 6%                                                                                | 0%                                                                                | 13%                                                                               | 4%                                                                                | 50%                                                                               | 0%                                                                                 | 0%                                                                                  | 0%                                                                                  | 100%                                                                                | 0%                                                                                  | 5%                                                                                  |
| Adj. Flow (vph)                   | 347                                                                               | 1105                                                                              | 21                                                                                | 10                                                                                | 1315                                                                              | 2                                                                                 | 40                                                                                 | 0                                                                                   | 23                                                                                  | 1                                                                                   | 0                                                                                   | 520                                                                                 |
| Shared Lane Traffic (%)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)             | 347                                                                               | 1126                                                                              | 0                                                                                 | 10                                                                                | 1317                                                                              | 0                                                                                 | 0                                                                                  | 63                                                                                  | 0                                                                                   | 0                                                                                   | 521                                                                                 | 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)                  |                                                                                   | 17                                                                                |                                                                                   |                                                                                   | 14                                                                                |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Link Offset(ft)                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)               |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 16                                                                                  |                                                                                     |                                                                                     | 26                                                                                  |                                                                                     |
| Two way Left Turn Lane            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor                    | 0.92                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                              | 1.04                                                                              | 1.04                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 0.88                                                                                | 0.88                                                                                | 0.88                                                                                |
| Turning Speed (mph)               | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                 |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                        | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:                     | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization | 89.2%                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service E                                                             |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# 5: E Main Street & Old Rt 6 Lanes, Volumes, Timings

No Action

|                                   | →            | ↘     | ↙    | ←                      | ↖     | ↗     |
|-----------------------------------|--------------|-------|------|------------------------|-------|-------|
| Lane Group                        | EBT          | EBR   | WBL  | WBT                    | NBL   | NBR   |
| Lane Configurations               | ↰            |       |      | ↱                      | ↘↙    |       |
| Traffic Volume (vph)              | 0            | 1     | 473  | 2                      | 1     | 317   |
| Future Volume (vph)               | 0            | 1     | 473  | 2                      | 1     | 317   |
| Ideal Flow (vphpl)                | 1900         | 1900  | 1900 | 1900                   | 1900  | 1900  |
| Lane Width (ft)                   | 10           | 10    | 10   | 10                     | 16    | 16    |
| Lane Util. Factor                 | 1.00         | 1.00  | 1.00 | 1.00                   | 1.00  | 1.00  |
| Frt                               | 0.865        |       |      |                        | 0.865 |       |
| Flt Protected                     |              |       |      | 0.953                  |       |       |
| Satd. Flow (prot)                 | 1534         | 0     | 0    | 1610                   | 1725  | 0     |
| Flt Permitted                     |              |       |      | 0.953                  |       |       |
| Satd. Flow (perm)                 | 1534         | 0     | 0    | 1610                   | 1725  | 0     |
| Link Speed (mph)                  | 30           |       |      | 30                     | 30    |       |
| Link Distance (ft)                | 677          |       |      | 840                    | 154   |       |
| Travel Time (s)                   | 15.4         |       |      | 19.1                   | 3.5   |       |
| Peak Hour Factor                  | 0.25         | 0.25  | 0.91 | 0.91                   | 0.85  | 0.85  |
| Heavy Vehicles (%)                | 0%           | 0%    | 5%   | 0%                     | 0%    | 8%    |
| Adj. Flow (vph)                   | 0            | 4     | 520  | 2                      | 1     | 373   |
| Shared Lane Traffic (%)           |              |       |      |                        |       |       |
| Lane Group Flow (vph)             | 4            | 0     | 0    | 522                    | 374   | 0     |
| Enter Blocked Intersection        | No           | No    | No   | No                     | No    | No    |
| Lane Alignment                    | Left         | Right | Left | Left                   | Left  | Right |
| Median Width(ft)                  | 0            |       |      | 0                      | 16    |       |
| Link Offset(ft)                   | 0            |       |      | 0                      | 0     |       |
| Crosswalk Width(ft)               | 16           |       |      | 16                     | 16    |       |
| Two way Left Turn Lane            |              |       |      |                        |       |       |
| Headway Factor                    | 1.09         | 1.09  | 1.09 | 1.09                   | 0.85  | 0.85  |
| Turning Speed (mph)               |              | 9     | 15   |                        | 15    | 9     |
| Sign Control                      | Stop         |       |      | Free                   | Free  |       |
| Intersection Summary              |              |       |      |                        |       |       |
| Area Type:                        | Other        |       |      |                        |       |       |
| Control Type:                     | Unsignalized |       |      |                        |       |       |
| Intersection Capacity Utilization | 59.3%        |       |      | ICU Level of Service B |       |       |
| Analysis Period (min)             | 15           |       |      |                        |       |       |

# 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6

## Lanes, Volumes, Timings

No Action

|                            |  |  |  |  |  |  |   |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |  |  |  |                                                                                   |  |  |                                                                                     |  |  |  |
| Traffic Volume (vph)       | 102                                                                               | 737                                                                               | 176                                                                               | 2                                                                                 | 813                                                                               | 83                                                                                | 145                                                                                 | 69                                                                                  | 5                                                                                   | 41                                                                                  | 67                                                                                  | 223                                                                                 |
| Future Volume (vph)        | 102                                                                               | 737                                                                               | 176                                                                               | 2                                                                                 | 813                                                                               | 83                                                                                | 145                                                                                 | 69                                                                                  | 5                                                                                   | 41                                                                                  | 67                                                                                  | 223                                                                                 |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 11                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 13                                                                                | 13                                                                                | 11                                                                                  | 11                                                                                  | 11                                                                                  | 10                                                                                  | 12                                                                                  | 10                                                                                  |
| Storage Length (ft)        | 415                                                                               |                                                                                   | 335                                                                               | 280                                                                               |                                                                                   | 0                                                                                 | 350                                                                                 |                                                                                     | 0                                                                                   | 110                                                                                 |                                                                                     | 110                                                                                 |
| Storage Lanes              | 1                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 2                                                                                   |                                                                                     | 0                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 80                                                                                |                                                                                   |                                                                                   | 80                                                                                |                                                                                   |                                                                                   | 150                                                                                 |                                                                                     |                                                                                     | 40                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 0.97                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   |                                                                                   | 0.98                                                                              | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Frt                        |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   | 0.986                                                                             |                                                                                   |                                                                                     | 0.989                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1616                                                                              | 3406                                                                              | 1599                                                                              | 1745                                                                              | 3503                                                                              | 0                                                                                 | 3351                                                                                | 1816                                                                                | 0                                                                                   | 1560                                                                                | 1792                                                                                | 1449                                                                                |
| Flt Permitted              | 0.113                                                                             |                                                                                   |                                                                                   | 0.305                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 192                                                                               | 3406                                                                              | 1562                                                                              | 560                                                                               | 3503                                                                              | 0                                                                                 | 3351                                                                                | 1816                                                                                | 0                                                                                   | 1560                                                                                | 1792                                                                                | 1449                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 202                                                                               |                                                                                   | 10                                                                                |                                                                                   |                                                                                     | 3                                                                                   |                                                                                     |                                                                                     |                                                                                     | 262                                                                                 |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                     | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 875                                                                               |                                                                                   |                                                                                   | 2395                                                                              |                                                                                   |                                                                                     | 1106                                                                                |                                                                                     |                                                                                     | 663                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 19.9                                                                              |                                                                                   |                                                                                   | 54.4                                                                              |                                                                                   |                                                                                     | 25.1                                                                                |                                                                                     |                                                                                     | 15.1                                                                                |                                                                                     |
| Confl. Peds. (#/hr)        |                                                                                   |                                                                                   | 2                                                                                 | 2                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Peak Hour Factor           | 0.87                                                                              | 0.87                                                                              | 0.87                                                                              | 0.84                                                                              | 0.84                                                                              | 0.84                                                                              | 0.88                                                                                | 0.88                                                                                | 0.88                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                |
| Heavy Vehicles (%)         | 8%                                                                                | 6%                                                                                | 1%                                                                                | 0%                                                                                | 5%                                                                                | 5%                                                                                | 1%                                                                                  | 0%                                                                                  | 0%                                                                                  | 8%                                                                                  | 6%                                                                                  | 4%                                                                                  |
| Adj. Flow (vph)            | 117                                                                               | 847                                                                               | 202                                                                               | 2                                                                                 | 968                                                                               | 99                                                                                | 165                                                                                 | 78                                                                                  | 6                                                                                   | 48                                                                                  | 79                                                                                  | 262                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 117                                                                               | 847                                                                               | 202                                                                               | 2                                                                                 | 1067                                                                              | 0                                                                                 | 165                                                                                 | 84                                                                                  | 0                                                                                   | 48                                                                                  | 79                                                                                  | 262                                                                                 |
| 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)           |                                                                                   | 15                                                                                |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                     | 22                                                                                  |                                                                                     |                                                                                     | 10                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 36                                                                                |                                                                                   |                                                                                     | 36                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 1.04                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                              | 0.96                                                                              | 0.96                                                                              | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.09                                                                                | 1.00                                                                                | 1.09                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                   | 2                                                                                   |                                                                                     | 1                                                                                   | 2                                                                                   | 1                                                                                   |
| Detector Template          | Left                                                                              | Thru                                                                              | Right                                                                             | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                                | Thru                                                                                |                                                                                     | Left                                                                                | Thru                                                                                | Right                                                                               |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               | 20                                                                                | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                  | 100                                                                                 |                                                                                     | 20                                                                                  | 100                                                                                 | 20                                                                                  |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 | 20                                                                                | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                  | 6                                                                                   |                                                                                     | 20                                                                                  | 6                                                                                   | 20                                                                                  |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                               | Cl+Ex                                                                               |                                                                                     | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                     | 94                                                                                  |                                                                                     |                                                                                     | 94                                                                                  |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                     | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



# 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6

## Lanes, Volumes, Timings

No Action

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Detector 2 Extend (s)   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type               | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                |                                                                                   | Split                                                                              | NA                                                                                  |                                                                                     | Split                                                                               | NA                                                                                  | Perm                                                                                |
| Protected Phases        | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   |                                                                                     | 4                                                                                   | 4                                                                                   |                                                                                     |
| Permitted Phases        | 6                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 4                                                                                   |
| Detector Phase          | 1                                                                                 | 6                                                                                 | 6                                                                                 | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   |                                                                                     | 4                                                                                   | 4                                                                                   | 4                                                                                   |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 2.0                                                                               | 5.0                                                                               | 5.0                                                                               | 2.0                                                                               | 5.0                                                                               |                                                                                   | 2.0                                                                                | 2.0                                                                                 |                                                                                     | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |
| Minimum Split (s)       | 9.5                                                                               | 24.0                                                                              | 24.0                                                                              | 9.5                                                                               | 24.0                                                                              |                                                                                   | 48.0                                                                               | 48.0                                                                                |                                                                                     | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                |
| Total Split (s)         | 21.0                                                                              | 31.0                                                                              | 31.0                                                                              | 16.0                                                                              | 31.0                                                                              |                                                                                   | 24.0                                                                               | 24.0                                                                                |                                                                                     | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                |
| Total Split (%)         | 21.0%                                                                             | 31.0%                                                                             | 31.0%                                                                             | 16.0%                                                                             | 31.0%                                                                             |                                                                                   | 24.0%                                                                              | 24.0%                                                                               |                                                                                     | 24.0%                                                                               | 24.0%                                                                               | 24.0%                                                                               |
| Maximum Green (s)       | 15.0                                                                              | 25.0                                                                              | 25.0                                                                              | 10.0                                                                              | 25.0                                                                              |                                                                                   | 18.0                                                                               | 18.0                                                                                |                                                                                     | 18.0                                                                                | 18.0                                                                                | 18.0                                                                                |
| Yellow Time (s)         | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                | 5.0                                                                                 |                                                                                     | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |
| All-Red Time (s)        | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                                | 1.0                                                                                 |                                                                                     | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)     | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                                | 6.0                                                                                 |                                                                                     | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |
| Lead/Lag                | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                               | Lead                                                                                |                                                                                     | Lag                                                                                 | Lag                                                                                 | Lag                                                                                 |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                | 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                                                                                 | 3.0                                                                                 |
| Recall Mode             | None                                                                              | Min                                                                               | Min                                                                               | None                                                                              | Min                                                                               |                                                                                   | None                                                                               | None                                                                                |                                                                                     | None                                                                                | None                                                                                | None                                                                                |
| Walk Time (s)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 7.0                                                                                | 7.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Flash Dont Walk (s)     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 35.0                                                                               | 35.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Pedestrian Calls (#/hr) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Act Effect Green (s)    | 37.2                                                                              | 35.3                                                                              | 35.3                                                                              | 29.9                                                                              | 25.7                                                                              |                                                                                   | 9.3                                                                                | 9.3                                                                                 |                                                                                     | 9.7                                                                                 | 9.7                                                                                 | 9.7                                                                                 |
| Actuated g/C Ratio      | 0.50                                                                              | 0.47                                                                              | 0.47                                                                              | 0.40                                                                              | 0.34                                                                              |                                                                                   | 0.12                                                                               | 0.12                                                                                |                                                                                     | 0.13                                                                                | 0.13                                                                                | 0.13                                                                                |
| v/c Ratio               | 0.45                                                                              | 0.53                                                                              | 0.24                                                                              | 0.01                                                                              | 0.88                                                                              |                                                                                   | 0.39                                                                               | 0.37                                                                                |                                                                                     | 0.24                                                                                | 0.34                                                                                | 0.63                                                                                |
| Control Delay           | 17.4                                                                              | 17.1                                                                              | 3.7                                                                               | 12.0                                                                              | 36.2                                                                              |                                                                                   | 35.2                                                                               | 36.7                                                                                |                                                                                     | 34.1                                                                                | 35.7                                                                                | 12.0                                                                                |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay             | 17.4                                                                              | 17.1                                                                              | 3.7                                                                               | 12.0                                                                              | 36.2                                                                              |                                                                                   | 35.2                                                                               | 36.7                                                                                |                                                                                     | 34.1                                                                                | 35.7                                                                                | 12.0                                                                                |
| LOS                     | B                                                                                 | B                                                                                 | A                                                                                 | B                                                                                 | D                                                                                 |                                                                                   | D                                                                                  | D                                                                                   |                                                                                     | C                                                                                   | D                                                                                   | B                                                                                   |
| Approach Delay          |                                                                                   | 14.8                                                                              |                                                                                   |                                                                                   | 36.2                                                                              |                                                                                   |                                                                                    | 35.7                                                                                |                                                                                     |                                                                                     | 19.6                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | D                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Queue Length 50th (ft)  | 26                                                                                | 123                                                                               | 0                                                                                 | 0                                                                                 | 244                                                                               |                                                                                   | 37                                                                                 | 35                                                                                  |                                                                                     | 21                                                                                  | 35                                                                                  | 0                                                                                   |
| Queue Length 95th (ft)  | 67                                                                                | 275                                                                               | 40                                                                                | 4                                                                                 | #441                                                                              |                                                                                   | 73                                                                                 | 85                                                                                  |                                                                                     | 52                                                                                  | 75                                                                                  | 53                                                                                  |
| Internal Link Dist (ft) |                                                                                   | 795                                                                               |                                                                                   |                                                                                   | 2315                                                                              |                                                                                   |                                                                                    | 1026                                                                                |                                                                                     |                                                                                     | 583                                                                                 |                                                                                     |
| Turn Bay Length (ft)    | 415                                                                               |                                                                                   | 335                                                                               | 280                                                                               |                                                                                   |                                                                                   | 350                                                                                |                                                                                     |                                                                                     | 110                                                                                 |                                                                                     | 110                                                                                 |
| Base Capacity (vph)     | 389                                                                               | 1669                                                                              | 868                                                                               | 411                                                                               | 1209                                                                              |                                                                                   | 828                                                                                | 451                                                                                 |                                                                                     | 385                                                                                 | 443                                                                                 | 555                                                                                 |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Reduced v/c Ratio       | 0.30                                                                              | 0.51                                                                              | 0.23                                                                              | 0.00                                                                              | 0.88                                                                              |                                                                                   | 0.20                                                                               | 0.19                                                                                |                                                                                     | 0.12                                                                                | 0.18                                                                                | 0.47                                                                                |

### Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 74.7

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 25.2

Intersection LOS: C

## 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6

### Lanes, Volumes, Timings

No Action

Intersection Capacity Utilization 58.1%

ICU Level of Service B

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6

|                                                                                      |                                                                                      |                                                                                      |                                                                                        |
|--------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
|  Ø1 |  Ø2 |  Ø3 |  Ø4 |
| 21 s                                                                                 | 31 s                                                                                 | 24 s                                                                                 | 24 s                                                                                   |
|  Ø5 |  Ø6 |                                                                                      |                                                                                        |
| 16 s                                                                                 | 31 s                                                                                 |                                                                                      |                                                                                        |

# 7: Lee Boulevard / Lee Road & E Main Street

## Lanes, Volumes, Timings

No Action

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)       | 0                                                                                 | 201                                                                               | 87                                                                                | 131                                                                               | 429                                                                               | 0                                                                                 | 11                                                                                 | 2                                                                                   | 52                                                                                  | 1                                                                                   | 5                                                                                   | 0                                                                                   |
| Future Volume (vph)        | 0                                                                                 | 201                                                                               | 87                                                                                | 131                                                                               | 429                                                                               | 0                                                                                 | 11                                                                                 | 2                                                                                   | 52                                                                                  | 1                                                                                   | 5                                                                                   | 0                                                                                   |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 12                                                                                | 10                                                                                | 10                                                                                | 10                                                                                | 10                                                                                | 12                                                                                | 16                                                                                 | 12                                                                                  | 16                                                                                  | 10                                                                                  | 10                                                                                  | 10                                                                                  |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                        | 0.959                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     | 0.892                                                                               |                                                                                     |                                                                                     |                                                                                     |
| Flt Protected              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.988                                                                             |                                                                                   |                                                                                    |                                                                                     | 0.992                                                                               |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 1563                                                                              | 0                                                                                 | 0                                                                                 | 1676                                                                              | 0                                                                                 | 0                                                                                  | 1539                                                                                | 0                                                                                   | 0                                                                                   | 1759                                                                                | 0                                                                                   |
| Flt Permitted              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.988                                                                             |                                                                                   |                                                                                    |                                                                                     | 0.992                                                                               |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 1563                                                                              | 0                                                                                 | 0                                                                                 | 1676                                                                              | 0                                                                                 | 0                                                                                  | 1539                                                                                | 0                                                                                   | 0                                                                                   | 1759                                                                                | 0                                                                                   |
| Link Speed (mph)           | 30                                                                                |                                                                                   |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    |                                                                                     | 30                                                                                  |                                                                                     |                                                                                     |                                                                                     |
| Link Distance (ft)         | 840                                                                               |                                                                                   |                                                                                   |                                                                                   | 2070                                                                              |                                                                                   |                                                                                    |                                                                                     | 663                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Travel Time (s)            | 19.1                                                                              |                                                                                   |                                                                                   |                                                                                   | 47.0                                                                              |                                                                                   |                                                                                    |                                                                                     | 15.1                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Peak Hour Factor           | 0.79                                                                              | 0.79                                                                              | 0.79                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.76                                                                               | 0.76                                                                                | 0.76                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 10%                                                                               | 6%                                                                                | 3%                                                                                | 5%                                                                                | 0%                                                                                | 27%                                                                                | 0%                                                                                  | 6%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Adj. Flow (vph)            | 0                                                                                 | 254                                                                               | 110                                                                               | 138                                                                               | 452                                                                               | 0                                                                                 | 14                                                                                 | 3                                                                                   | 68                                                                                  | 1                                                                                   | 5                                                                                   | 0                                                                                   |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 364                                                                               | 0                                                                                 | 0                                                                                 | 590                                                                               | 0                                                                                 | 0                                                                                  | 85                                                                                  | 0                                                                                   | 0                                                                                   | 6                                                                                   | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                 | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                               | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)           | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Link Offset(ft)            | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Crosswalk Width(ft)        | 16                                                                                |                                                                                   |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                    |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 1.00                                                                              | 1.09                                                                              | 1.09                                                                              | 1.09                                                                              | 1.09                                                                              | 1.00                                                                              | 0.85                                                                               | 1.00                                                                                | 0.85                                                                                | 1.09                                                                                | 1.09                                                                                | 1.09                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                 |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Sign Control               | Free                                                                              |                                                                                   |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     |                                                                                     |

### Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 61.0% ICU Level of Service B

Analysis Period (min) 15

# 8: Hill Boulevard & US Route 6

## Lanes, Volumes, Timings

No Action

|                            |  |  |  |  |  |  |   |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (vph)       | 23                                                                                | 724                                                                               | 36                                                                                | 48                                                                                | 817                                                                               | 16                                                                                | 50                                                                                  | 25                                                                                  | 74                                                                                  | 9                                                                                   | 52                                                                                  | 31                                                                                  |
| Future Volume (vph)        | 23                                                                                | 724                                                                               | 36                                                                                | 48                                                                                | 817                                                                               | 16                                                                                | 50                                                                                  | 25                                                                                  | 74                                                                                  | 9                                                                                   | 52                                                                                  | 31                                                                                  |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 11                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 13                                                                                | 13                                                                                | 11                                                                                  | 11                                                                                  | 11                                                                                  | 11                                                                                  | 11                                                                                  | 11                                                                                  |
| Storage Length (ft)        | 280                                                                               |                                                                                   | 0                                                                                 | 400                                                                               |                                                                                   | 0                                                                                 | 85                                                                                  |                                                                                     | 0                                                                                   | 100                                                                                 |                                                                                     | 0                                                                                   |
| Storage Lanes              | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                   |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     | 0                                                                                   |
| Taper Length (ft)          | 80                                                                                |                                                                                   |                                                                                   | 140                                                                               |                                                                                   |                                                                                   | 80                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                        |                                                                                   | 0.993                                                                             |                                                                                   |                                                                                   | 0.997                                                                             |                                                                                   |                                                                                     |                                                                                     | 0.850                                                                               |                                                                                     | 0.944                                                                               |                                                                                     |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1745                                                                              | 3453                                                                              | 0                                                                                 | 1694                                                                              | 3539                                                                              | 0                                                                                 | 1745                                                                                | 1583                                                                                | 1531                                                                                | 1745                                                                                | 1637                                                                                | 0                                                                                   |
| Flt Permitted              | 0.250                                                                             |                                                                                   |                                                                                   | 0.245                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 459                                                                               | 3453                                                                              | 0                                                                                 | 437                                                                               | 3539                                                                              | 0                                                                                 | 1745                                                                                | 1583                                                                                | 1531                                                                                | 1745                                                                                | 1637                                                                                | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   |                                                                                     |                                                                                     | 104                                                                                 |                                                                                     | 27                                                                                  |                                                                                     |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                     | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 2395                                                                              |                                                                                   |                                                                                   | 2100                                                                              |                                                                                   |                                                                                     | 540                                                                                 |                                                                                     |                                                                                     | 1483                                                                                |                                                                                     |
| Travel Time (s)            |                                                                                   | 54.4                                                                              |                                                                                   |                                                                                   | 47.7                                                                              |                                                                                   |                                                                                     | 12.3                                                                                |                                                                                     |                                                                                     | 33.7                                                                                |                                                                                     |
| Peak Hour Factor           | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.87                                                                                | 0.87                                                                                | 0.87                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 4%                                                                                | 0%                                                                                | 3%                                                                                | 5%                                                                                | 9%                                                                                | 0%                                                                                  | 16%                                                                                 | 2%                                                                                  | 0%                                                                                  | 7%                                                                                  | 4%                                                                                  |
| Adj. Flow (vph)            | 25                                                                                | 778                                                                               | 39                                                                                | 54                                                                                | 918                                                                               | 18                                                                                | 57                                                                                  | 29                                                                                  | 85                                                                                  | 11                                                                                  | 64                                                                                  | 38                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 25                                                                                | 817                                                                               | 0                                                                                 | 54                                                                                | 936                                                                               | 0                                                                                 | 57                                                                                  | 29                                                                                  | 85                                                                                  | 11                                                                                  | 102                                                                                 | 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)           |                                                                                   | 15                                                                                |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                     | 14                                                                                  |                                                                                     |                                                                                     | 11                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 1.04                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                              | 0.96                                                                              | 0.96                                                                              | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   | 1                                                                                   | 2                                                                                   |                                                                                     |
| Detector Template          | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                                | Thru                                                                                | Right                                                                               | Left                                                                                | Thru                                                                                |                                                                                     |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                  | 100                                                                                 | 20                                                                                  | 20                                                                                  | 100                                                                                 |                                                                                     |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                  | 6                                                                                   | 20                                                                                  | 20                                                                                  | 6                                                                                   |                                                                                     |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               |                                                                                     |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                     | 94                                                                                  |                                                                                     |                                                                                     | 94                                                                                  |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                     | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                             | NA                                                                                |                                                                                   | Split                                                                               | NA                                                                                  | pm+ov                                                                               | Split                                                                               | NA                                                                                  |                                                                                     |

# 8: Hill Boulevard & US Route 6

## Lanes, Volumes, Timings

No Action

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Protected Phases        | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   | 5                                                                                   | 4                                                                                   | 4                                                                                   |                                                                                     |
| Permitted Phases        | 6                                                                                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     | 3                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Detector Phase          | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   | 5                                                                                   | 4                                                                                   | 4                                                                                   |                                                                                     |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 5.0                                                                               | 12.0                                                                              |                                                                                   | 5.0                                                                               | 12.0                                                                              |                                                                                   | 5.0                                                                                | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| Minimum Split (s)       | 11.0                                                                              | 18.0                                                                              |                                                                                   | 11.0                                                                              | 18.0                                                                              |                                                                                   | 11.0                                                                               | 11.0                                                                                | 11.0                                                                                | 41.0                                                                                | 41.0                                                                                |                                                                                     |
| Total Split (s)         | 16.0                                                                              | 36.0                                                                              |                                                                                   | 16.0                                                                              | 36.0                                                                              |                                                                                   | 21.0                                                                               | 21.0                                                                                | 16.0                                                                                | 21.0                                                                                | 21.0                                                                                |                                                                                     |
| Total Split (%)         | 17.0%                                                                             | 38.3%                                                                             |                                                                                   | 17.0%                                                                             | 38.3%                                                                             |                                                                                   | 22.3%                                                                              | 22.3%                                                                               | 17.0%                                                                               | 22.3%                                                                               | 22.3%                                                                               |                                                                                     |
| Maximum Green (s)       | 10.0                                                                              | 30.0                                                                              |                                                                                   | 10.0                                                                              | 30.0                                                                              |                                                                                   | 15.0                                                                               | 15.0                                                                                | 10.0                                                                                | 15.0                                                                                | 15.0                                                                                |                                                                                     |
| Yellow Time (s)         | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| All-Red Time (s)        | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                                | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 |                                                                                     |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Lost Time (s)     | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                                | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Lead/Lag                | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                               | Lead                                                                                | Lead                                                                                | Lag                                                                                 | Lag                                                                                 |                                                                                     |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |                                                                                     |
| Vehicle Extension (s)   | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                                | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |
| Recall Mode             | None                                                                              | Min                                                                               |                                                                                   | None                                                                              | Min                                                                               |                                                                                   | None                                                                               | None                                                                                | None                                                                                | None                                                                                | None                                                                                |                                                                                     |
| Walk Time (s)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |                                                                                     |
| Flash Dont Walk (s)     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 28.0                                                                                | 28.0                                                                                |                                                                                     |
| Pedestrian Calls (#/hr) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |
| Act Effct Green (s)     | 31.2                                                                              | 29.6                                                                              |                                                                                   | 34.7                                                                              | 34.8                                                                              |                                                                                   | 7.3                                                                                | 7.3                                                                                 | 11.8                                                                                | 8.2                                                                                 | 8.2                                                                                 |                                                                                     |
| Actuated g/C Ratio      | 0.49                                                                              | 0.47                                                                              |                                                                                   | 0.55                                                                              | 0.55                                                                              |                                                                                   | 0.12                                                                               | 0.12                                                                                | 0.19                                                                                | 0.13                                                                                | 0.13                                                                                |                                                                                     |
| v/c Ratio               | 0.07                                                                              | 0.50                                                                              |                                                                                   | 0.15                                                                              | 0.48                                                                              |                                                                                   | 0.28                                                                               | 0.16                                                                                | 0.23                                                                                | 0.05                                                                                | 0.43                                                                                |                                                                                     |
| Control Delay           | 10.0                                                                              | 19.7                                                                              |                                                                                   | 10.2                                                                              | 16.0                                                                              |                                                                                   | 35.1                                                                               | 33.4                                                                                | 4.0                                                                                 | 30.2                                                                                | 29.7                                                                                |                                                                                     |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Delay             | 10.0                                                                              | 19.7                                                                              |                                                                                   | 10.2                                                                              | 16.0                                                                              |                                                                                   | 35.1                                                                               | 33.4                                                                                | 4.0                                                                                 | 30.2                                                                                | 29.7                                                                                |                                                                                     |
| LOS                     | A                                                                                 | B                                                                                 |                                                                                   | B                                                                                 | B                                                                                 |                                                                                   | D                                                                                  | C                                                                                   | A                                                                                   | C                                                                                   | C                                                                                   |                                                                                     |
| Approach Delay          |                                                                                   | 19.4                                                                              |                                                                                   |                                                                                   | 15.7                                                                              |                                                                                   |                                                                                    | 19.3                                                                                |                                                                                     |                                                                                     | 29.7                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Queue Length 50th (ft)  | 5                                                                                 | 149                                                                               |                                                                                   | 10                                                                                | 122                                                                               |                                                                                   | 22                                                                                 | 11                                                                                  | 0                                                                                   | 4                                                                                   | 28                                                                                  |                                                                                     |
| Queue Length 95th (ft)  | 18                                                                                | 249                                                                               |                                                                                   | 30                                                                                | 280                                                                               |                                                                                   | 61                                                                                 | 38                                                                                  | 15                                                                                  | 18                                                                                  | 72                                                                                  |                                                                                     |
| Internal Link Dist (ft) |                                                                                   | 2315                                                                              |                                                                                   |                                                                                   | 2020                                                                              |                                                                                   |                                                                                    | 460                                                                                 |                                                                                     |                                                                                     | 1403                                                                                |                                                                                     |
| Turn Bay Length (ft)    | 280                                                                               |                                                                                   |                                                                                   | 400                                                                               |                                                                                   |                                                                                   | 85                                                                                 |                                                                                     |                                                                                     | 100                                                                                 |                                                                                     |                                                                                     |
| Base Capacity (vph)     | 477                                                                               | 1821                                                                              |                                                                                   | 467                                                                               | 1913                                                                              |                                                                                   | 459                                                                                | 416                                                                                 | 475                                                                                 | 459                                                                                 | 451                                                                                 |                                                                                     |
| 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       | 0.05                                                                              | 0.45                                                                              |                                                                                   | 0.12                                                                              | 0.49                                                                              |                                                                                   | 0.12                                                                               | 0.07                                                                                | 0.18                                                                                | 0.02                                                                                | 0.23                                                                                |                                                                                     |

### Intersection Summary

Area Type: Other

Cycle Length: 94

Actuated Cycle Length: 63.3

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 18.2

Intersection LOS: B

Intersection Capacity Utilization 51.7%

ICU Level of Service A

Analysis Period (min) 15

# 8: Hill Boulevard & US Route 6 Lanes, Volumes, Timings

No Action

Splits and Phases: 8: Hill Boulevard & US Route 6

|                                                                                              |                                                                                              |                                                                                              |                                                                                                |
|----------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|
|  Ø1<br>16 s |  Ø2<br>36 s |  Ø3<br>21 s |  Ø4<br>21 s |
|  Ø5<br>16 s |  Ø6<br>36 s |                                                                                              |                                                                                                |

# 9: Hill Boulevard/Old Jefferson Valley Hill Road (W) & E Main Street

## Lanes, Volumes, Timings

No Action

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                        | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)              | 0                                                                                 | 174                                                                               | 28                                                                                | 78                                                                                | 560                                                                               | 0                                                                                 | 3                                                                                  | 0                                                                                   | 22                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Future Volume (vph)               | 0                                                                                 | 174                                                                               | 28                                                                                | 78                                                                                | 560                                                                               | 0                                                                                 | 3                                                                                  | 0                                                                                   | 22                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)                   | 13                                                                                | 13                                                                                | 13                                                                                | 10                                                                                | 10                                                                                | 10                                                                                | 16                                                                                 | 16                                                                                  | 16                                                                                  | 12                                                                                  | 13                                                                                  | 12                                                                                  |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                               |                                                                                   | 0.982                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 0.880                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Flt Protected                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.994                                                                             |                                                                                   |                                                                                    | 0.994                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)                 | 0                                                                                 | 1804                                                                              | 0                                                                                 | 0                                                                                 | 1693                                                                              | 0                                                                                 | 0                                                                                  | 1529                                                                                | 0                                                                                   | 0                                                                                   | 1963                                                                                | 0                                                                                   |
| Flt Permitted                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.994                                                                             |                                                                                   |                                                                                    | 0.994                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)                 | 0                                                                                 | 1804                                                                              | 0                                                                                 | 0                                                                                 | 1693                                                                              | 0                                                                                 | 0                                                                                  | 1529                                                                                | 0                                                                                   | 0                                                                                   | 1963                                                                                | 0                                                                                   |
| Link Speed (mph)                  |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)                |                                                                                   | 2070                                                                              |                                                                                   |                                                                                   | 109                                                                               |                                                                                   |                                                                                    | 1483                                                                                |                                                                                     |                                                                                     | 74                                                                                  |                                                                                     |
| Travel Time (s)                   |                                                                                   | 47.0                                                                              |                                                                                   |                                                                                   | 2.5                                                                               |                                                                                   |                                                                                    | 33.7                                                                                |                                                                                     |                                                                                     | 1.7                                                                                 |                                                                                     |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.56                                                                               | 0.56                                                                                | 0.56                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Heavy Vehicles (%)                | 0%                                                                                | 7%                                                                                | 6%                                                                                | 5%                                                                                | 4%                                                                                | 0%                                                                                | 25%                                                                                | 0%                                                                                  | 23%                                                                                 | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Adj. Flow (vph)                   | 0                                                                                 | 189                                                                               | 30                                                                                | 88                                                                                | 629                                                                               | 0                                                                                 | 5                                                                                  | 0                                                                                   | 39                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Shared Lane Traffic (%)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)             | 0                                                                                 | 219                                                                               | 0                                                                                 | 0                                                                                 | 717                                                                               | 0                                                                                 | 0                                                                                  | 44                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Enter Blocked Intersection        | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                 | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment                    | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                               | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)                  |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Link Offset(ft)                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)               |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                    | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor                    | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 1.09                                                                              | 1.09                                                                              | 1.09                                                                              | 0.85                                                                               | 0.85                                                                                | 0.85                                                                                | 1.00                                                                                | 0.96                                                                                | 1.00                                                                                |
| Turning Speed (mph)               | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                 |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                        | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:                     | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization | 58.0%                                                                             |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service B                                                            |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# 10: E Main Street & Old Jefferson Valley Hill Road (E)

## Lanes, Volumes, Timings

No Action

|                                         |  |  |  |  |  |  |
|-----------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                              | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR                                                                               |
| Lane Configurations                     |                                                                                   |  |  |                                                                                   |                                                                                   |                                                                                   |
| Traffic Volume (vph)                    | 0                                                                                 | 196                                                                               | 638                                                                               | 1                                                                                 | 0                                                                                 | 0                                                                                 |
| Future Volume (vph)                     | 0                                                                                 | 196                                                                               | 638                                                                               | 1                                                                                 | 0                                                                                 | 0                                                                                 |
| Ideal Flow (vphpl)                      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Lane Util. Factor                       | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Frt                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Flt Protected                           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Satd. Flow (prot)                       | 0                                                                                 | 1863                                                                              | 1863                                                                              | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Flt Permitted                           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Satd. Flow (perm)                       | 0                                                                                 | 1863                                                                              | 1863                                                                              | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Link Speed (mph)                        |                                                                                   | 30                                                                                | 30                                                                                |                                                                                   | 30                                                                                |                                                                                   |
| Link Distance (ft)                      |                                                                                   | 109                                                                               | 517                                                                               |                                                                                   | 116                                                                               |                                                                                   |
| Travel Time (s)                         |                                                                                   | 2.5                                                                               | 11.8                                                                              |                                                                                   | 2.6                                                                               |                                                                                   |
| Peak Hour Factor                        | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Adj. Flow (vph)                         | 0                                                                                 | 213                                                                               | 693                                                                               | 1                                                                                 | 0                                                                                 | 0                                                                                 |
| Shared Lane Traffic (%)                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Group Flow (vph)                   | 0                                                                                 | 213                                                                               | 694                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Enter Blocked Intersection              | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                |
| Lane Alignment                          | Left                                                                              | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Right                                                                             |
| Median Width(ft)                        |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |
| Link Offset(ft)                         |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |
| Crosswalk Width(ft)                     |                                                                                   | 16                                                                                | 16                                                                                |                                                                                   | 16                                                                                |                                                                                   |
| Two way Left Turn Lane                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Headway Factor                          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Turning Speed (mph)                     | 15                                                                                |                                                                                   |                                                                                   | 9                                                                                 | 15                                                                                | 9                                                                                 |
| Sign Control                            |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   | Stop                                                                              |                                                                                   |
| Intersection Summary                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:                              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type: Unsignalized              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization 37.0% |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service A                                                            |                                                                                   |                                                                                   |
| Analysis Period (min) 15                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |



# 11: Old Jefferson Valley Hill Road (W) & Old Jefferson Valley Road/Old Jefferson Valley Hill Road (E) Lanes, Volumes, Timings

No Action

|                                        |       |       |      |                        |      |       |
|----------------------------------------|-------|-------|------|------------------------|------|-------|
|                                        | →     | ↘     | ↙    | ←                      | ↖    | ↗     |
| Lane Group                             | EBT   | EBR   | WBL  | WBT                    | NBL  | NBR   |
| Lane Configurations                    | ↰     |       |      | ↱                      | ↱    |       |
| Traffic Volume (vph)                   | 0     | 0     | 0    | 1                      | 0    | 0     |
| Future Volume (vph)                    | 0     | 0     | 0    | 1                      | 0    | 0     |
| Ideal Flow (vphpl)                     | 1900  | 1900  | 1900 | 1900                   | 1900 | 1900  |
| Lane Util. Factor                      | 1.00  | 1.00  | 1.00 | 1.00                   | 1.00 | 1.00  |
| Frt                                    |       |       |      |                        |      |       |
| Flt Protected                          |       |       |      |                        |      |       |
| Satd. Flow (prot)                      | 1863  | 0     | 0    | 1863                   | 1863 | 0     |
| Flt Permitted                          |       |       |      |                        |      |       |
| Satd. Flow (perm)                      | 1863  | 0     | 0    | 1863                   | 1863 | 0     |
| Link Speed (mph)                       | 30    |       |      | 30                     | 30   |       |
| Link Distance (ft)                     | 448   |       |      | 116                    | 74   |       |
| Travel Time (s)                        | 10.2  |       |      | 2.6                    | 1.7  |       |
| Peak Hour Factor                       | 0.92  | 0.92  | 0.92 | 0.92                   | 0.92 | 0.92  |
| Adj. Flow (vph)                        | 0     | 0     | 0    | 1                      | 0    | 0     |
| Shared Lane Traffic (%)                |       |       |      |                        |      |       |
| Lane Group Flow (vph)                  | 0     | 0     | 0    | 1                      | 0    | 0     |
| Enter Blocked Intersection             | No    | No    | No   | No                     | No   | No    |
| Lane Alignment                         | Left  | Right | Left | Left                   | Left | Right |
| Median Width(ft)                       | 0     |       |      | 0                      | 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  |
| Turning Speed (mph)                    |       | 9     | 15   |                        | 15   | 9     |
| Sign Control                           | Free  |       |      | Free                   | Free |       |
| Intersection Summary                   |       |       |      |                        |      |       |
| Area Type:                             | Other |       |      |                        |      |       |
| Control Type: Unsignalized             |       |       |      |                        |      |       |
| Intersection Capacity Utilization 6.7% |       |       |      | ICU Level of Service A |      |       |
| Analysis Period (min) 15               |       |       |      |                        |      |       |

#### 4: E Main Street & US Route 6 HCM 6th TWSC

No Action

| Intersection               |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |                                |        |                                                                                     |       |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|--------------------------------|--------|-------------------------------------------------------------------------------------|-------|
| Int Delay, s/veh           | 107.4                                                                             |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |                                |        |                                                                                     |       |
| Movement                   | EBL                                                                               | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | WBR  | NBL    | NBT                                                                               | NBR                            | SBL    | SBT                                                                                 | SBR   |
| Lane Configurations        |  |  |      |  |  |      |        |  |                                |        |  |       |
| Traffic Vol, veh/h         | 316                                                                               | 1006                                                                              | 19   | 9                                                                                 | 1170                                                                              | 2    | 14     | 0                                                                                 | 8                              | 1      | 0                                                                                   | 473   |
| Future Vol, veh/h          | 316                                                                               | 1006                                                                              | 19   | 9                                                                                 | 1170                                                                              | 2    | 14     | 0                                                                                 | 8                              | 1      | 0                                                                                   | 473   |
| Conflicting Peds, #/hr     | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0      | 0                                                                                 | 0                              | 0      | 0                                                                                   | 0     |
| Sign Control               | Free                                                                              | Free                                                                              | Free | Free                                                                              | Free                                                                              | Free | Stop   | Stop                                                                              | Stop                           | Stop   | Stop                                                                                | Stop  |
| RT Channelized             | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None | -      | -                                                                                 | None                           | -      | -                                                                                   | None  |
| Storage Length             | 150                                                                               | -                                                                                 | -    | 140                                                                               | -                                                                                 | -    | -      | -                                                                                 | -                              | -      | -                                                                                   | -     |
| Veh in Median Storage, #   | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -      | 0                                                                                 | -                              | -      | 0                                                                                   | -     |
| Grade, %                   | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -      | 0                                                                                 | -                              | -      | 0                                                                                   | -     |
| Peak Hour Factor           | 91                                                                                | 91                                                                                | 91   | 89                                                                                | 89                                                                                | 89   | 35     | 35                                                                                | 35                             | 91     | 91                                                                                  | 91    |
| Heavy Vehicles, %          | 7                                                                                 | 6                                                                                 | 0    | 13                                                                                | 4                                                                                 | 50   | 0      | 0                                                                                 | 0                              | 100    | 0                                                                                   | 5     |
| Mvmt Flow                  | 347                                                                               | 1105                                                                              | 21   | 10                                                                                | 1315                                                                              | 2    | 40     | 0                                                                                 | 23                             | 1      | 0                                                                                   | 520   |
|                            |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |                                |        |                                                                                     |       |
| Major/Minor                | Major1                                                                            |                                                                                   |      | Major2                                                                            |                                                                                   |      | Minor1 |                                                                                   |                                | Minor2 |                                                                                     |       |
| Conflicting Flow All       | 1317                                                                              | 0                                                                                 | 0    | 1126                                                                              | 0                                                                                 | 0    | 2488   | 3147                                                                              | 563                            | 2583   | 3156                                                                                | 659   |
| Stage 1                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 1810   | 1810                                                                              | -                              | 1336   | 1336                                                                                | -     |
| Stage 2                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 678    | 1337                                                                              | -                              | 1247   | 1820                                                                                | -     |
| Critical Hdwy              | 4.24                                                                              | -                                                                                 | -    | 4.36                                                                              | -                                                                                 | -    | 7.5    | 6.5                                                                               | 6.9                            | 9.5    | 6.5                                                                                 | 7     |
| Critical Hdwy Stg 1        | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 6.5    | 5.5                                                                               | -                              | 8.5    | 5.5                                                                                 | -     |
| Critical Hdwy Stg 2        | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 6.5    | 5.5                                                                               | -                              | 8.5    | 5.5                                                                                 | -     |
| Follow-up Hdwy             | 2.27                                                                              | -                                                                                 | -    | 2.33                                                                              | -                                                                                 | -    | 3.5    | 4                                                                                 | 3.3                            | 4.5    | 4                                                                                   | 3.35  |
| Pot Cap-1 Maneuver         | 495                                                                               | -                                                                                 | -    | 556                                                                               | -                                                                                 | -    | ~ 15   | 11                                                                                | 475                            | 3      | 11                                                                                  | ~ 399 |
| Stage 1                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 83     | 132                                                                               | -                              | 70     | 224                                                                                 | -     |
| Stage 2                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 413    | 224                                                                               | -                              | 83     | 130                                                                                 | -     |
| Platoon blocked, %         |                                                                                   | -                                                                                 | -    |                                                                                   | -                                                                                 | -    |        |                                                                                   |                                |        |                                                                                     |       |
| Mov Cap-1 Maneuver         | 495                                                                               | -                                                                                 | -    | 556                                                                               | -                                                                                 | -    | -      | 3                                                                                 | 475                            | ~ 1    | 3                                                                                   | ~ 399 |
| Mov Cap-2 Maneuver         | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | 3                                                                                 | -                              | ~ 1    | 3                                                                                   | -     |
| Stage 1                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | ~ 25   | 39                                                                                | -                              | 21     | 220                                                                                 | -     |
| Stage 2                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | 220                                                                               | -                              | 24     | 39                                                                                  | -     |
|                            |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |                                |        |                                                                                     |       |
| Approach                   | EB                                                                                |                                                                                   |      | WB                                                                                |                                                                                   |      | NB     |                                                                                   |                                | SB     |                                                                                     |       |
| HCM Control Delay, s       | 6.5                                                                               |                                                                                   |      | 0.1                                                                               |                                                                                   |      |        |                                                                                   |                                | \$ 679 |                                                                                     |       |
| HCM LOS                    |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      | -      |                                                                                   |                                | F      |                                                                                     |       |
|                            |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |                                |        |                                                                                     |       |
| Minor Lane/Major Mvmt      | NBLn1                                                                             | EBL                                                                               | EBT  | EBR                                                                               | WBL                                                                               | WBT  | WBR    | SBLn1                                                                             |                                |        |                                                                                     |       |
| Capacity (veh/h)           | -                                                                                 | 495                                                                               | -    | -                                                                                 | 556                                                                               | -    | -      | 217                                                                               |                                |        |                                                                                     |       |
| HCM Lane V/C Ratio         | -                                                                                 | 0.702                                                                             | -    | -                                                                                 | 0.018                                                                             | -    | -      | 2.4                                                                               |                                |        |                                                                                     |       |
| HCM Control Delay (s)      | -                                                                                 | 27.6                                                                              | -    | -                                                                                 | 11.6                                                                              | -    | -      | \$ 679                                                                            |                                |        |                                                                                     |       |
| HCM Lane LOS               | -                                                                                 | D                                                                                 | -    | -                                                                                 | B                                                                                 | -    | -      | F                                                                                 |                                |        |                                                                                     |       |
| HCM 95th %tile Q(veh)      | -                                                                                 | 5.4                                                                               | -    | -                                                                                 | 0.1                                                                               | -    | -      | 42.6                                                                              |                                |        |                                                                                     |       |
| Notes                      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |                                |        |                                                                                     |       |
| ~: Volume exceeds capacity |                                                                                   | \$: Delay exceeds 300s                                                            |      |                                                                                   | +: Computation Not Defined                                                        |      |        |                                                                                   | *: All major volume in platoon |        |                                                                                     |       |

5: E Main Street & Old Rt 6  
HCM 6th TWSC

No Action

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.1                                                                               |        |       |                                                                                   |                                                                                   |      |
| Movement                 | EBT                                                                               | EBR    | WBL   | WBT                                                                               | NBL                                                                               | NBR  |
| Lane Configurations      |  |        |       |  |  |      |
| Traffic Vol, veh/h       | 0                                                                                 | 1      | 473   | 2                                                                                 | 1                                                                                 | 317  |
| Future Vol, veh/h        | 0                                                                                 | 1      | 473   | 2                                                                                 | 1                                                                                 | 317  |
| 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         | 25                                                                                | 25     | 91    | 91                                                                                | 85                                                                                | 85   |
| Heavy Vehicles, %        | 0                                                                                 | 0      | 5     | 0                                                                                 | 0                                                                                 | 8    |
| Mvmt Flow                | 0                                                                                 | 4      | 520   | 2                                                                                 | 1                                                                                 | 373  |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |      |
| Major/Minor              | Minor2                                                                            | Major2 |       |                                                                                   |                                                                                   |      |
| Conflicting Flow All     | 1042                                                                              | 2      | 0     | 0                                                                                 |                                                                                   |      |
| Stage 1                  | 1042                                                                              | -      | -     | -                                                                                 |                                                                                   |      |
| Stage 2                  | 0                                                                                 | -      | -     | -                                                                                 |                                                                                   |      |
| Critical Hdwy            | 6.5                                                                               | 6.2    | 4.15  | -                                                                                 |                                                                                   |      |
| Critical Hdwy Stg 1      | 5.5                                                                               | -      | -     | -                                                                                 |                                                                                   |      |
| Critical Hdwy Stg 2      | -                                                                                 | -      | -     | -                                                                                 |                                                                                   |      |
| Follow-up Hdwy           | 4                                                                                 | 3.3    | 2.245 | -                                                                                 |                                                                                   |      |
| Pot Cap-1 Maneuver       | 232                                                                               | 1088   | -     | -                                                                                 |                                                                                   |      |
| Stage 1                  | 309                                                                               | -      | -     | -                                                                                 |                                                                                   |      |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 |                                                                                   |      |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 |                                                                                   |      |
| Mov Cap-1 Maneuver       | 0                                                                                 | 1088   | -     | -                                                                                 |                                                                                   |      |
| Mov Cap-2 Maneuver       | 0                                                                                 | -      | -     | -                                                                                 |                                                                                   |      |
| Stage 1                  | 0                                                                                 | -      | -     | -                                                                                 |                                                                                   |      |
| Stage 2                  | 0                                                                                 | -      | -     | -                                                                                 |                                                                                   |      |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |      |
| Approach                 | EB                                                                                | WB     |       |                                                                                   |                                                                                   |      |
| HCM Control Delay, s     | 8.3                                                                               |        |       |                                                                                   |                                                                                   |      |
| HCM LOS                  | A                                                                                 |        |       |                                                                                   |                                                                                   |      |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | EBLn1                                                                             | WBL    | WBT   |                                                                                   |                                                                                   |      |
| Capacity (veh/h)         | 1088                                                                              | -      | -     |                                                                                   |                                                                                   |      |
| HCM Lane V/C Ratio       | 0.004                                                                             | -      | -     |                                                                                   |                                                                                   |      |
| HCM Control Delay (s)    | 8.3                                                                               | -      | -     |                                                                                   |                                                                                   |      |
| HCM Lane LOS             | A                                                                                 | -      | -     |                                                                                   |                                                                                   |      |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -      | -     |                                                                                   |                                                                                   |      |

7: Lee Boulevard / Lee Road & E Main Street  
HCM 6th TWSC

No Action

| 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       | 0      | 201  | 87   | 131    | 429   | 0    | 11     | 2     | 52    | 1      | 5    | 0    |
| Future Vol, veh/h        | 0      | 201  | 87   | 131    | 429   | 0    | 11     | 2     | 52    | 1      | 5    | 0    |
| Conflicting Peds, #/hr   | 0      | 0    | 0    | 0      | 0     | 0    | 0      | 0     | 0     | 0      | 0    | 0    |
| Sign Control             | Free   | Free | Free | Free   | Free  | Free | Stop   | Stop  | Stop  | Stop   | Stop | Stop |
| RT Channelized           | -      | -    | None | -      | -     | None | -      | -     | None  | -      | -    | None |
| Storage Length           | -      | -    | -    | -      | -     | -    | -      | -     | -     | -      | -    | -    |
| Veh in Median Storage, # | -      | 0    | -    | -      | 0     | -    | -      | 0     | -     | -      | 0    | -    |
| Grade, %                 | -      | 0    | -    | -      | 0     | -    | -      | 0     | -     | -      | 0    | -    |
| Peak Hour Factor         | 79     | 79   | 79   | 95     | 95    | 95   | 76     | 76    | 76    | 92     | 92   | 92   |
| Heavy Vehicles, %        | 0      | 10   | 6    | 3      | 5     | 0    | 27     | 0     | 6     | 0      | 0    | 0    |
| Mvmt Flow                | 0      | 254  | 110  | 138    | 452   | 0    | 14     | 3     | 68    | 1      | 5    | 0    |
|                          |        |      |      |        |       |      |        |       |       |        |      |      |
| Major/Minor              | Major1 |      |      | Major2 |       |      | Minor1 |       |       | Minor2 |      |      |
| Conflicting Flow All     | 452    | 0    | 0    | 364    | 0     | 0    | 1040   | 1037  | 309   | 1073   | 1092 | 452  |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 309    | 309   | -     | 728    | 728  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 731    | 728   | -     | 345    | 364  | -    |
| Critical Hdwy            | 4.1    | -    | -    | 4.13   | -     | -    | 7.37   | 6.5   | 6.26  | 7.1    | 6.5  | 6.2  |
| Critical Hdwy Stg 1      | -      | -    | -    | -      | -     | -    | 6.37   | 5.5   | -     | 6.1    | 5.5  | -    |
| Critical Hdwy Stg 2      | -      | -    | -    | -      | -     | -    | 6.37   | 5.5   | -     | 6.1    | 5.5  | -    |
| Follow-up Hdwy           | 2.2    | -    | -    | 2.227  | -     | -    | 3.743  | 4     | 3.354 | 3.5    | 4    | 3.3  |
| Pot Cap-1 Maneuver       | 1119   | -    | -    | 1189   | -     | -    | 187    | 233   | 722   | 200    | 216  | 612  |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 651    | 663   | -     | 418    | 432  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 377    | 432   | -     | 675    | 627  | -    |
| Platoon blocked, %       |        | -    | -    |        | -     | -    |        |       |       |        |      |      |
| Mov Cap-1 Maneuver       | 1119   | -    | -    | 1189   | -     | -    | 161    | 197   | 722   | 158    | 183  | 612  |
| Mov Cap-2 Maneuver       | -      | -    | -    | -      | -     | -    | 161    | 197   | -     | 158    | 183  | -    |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 651    | 663   | -     | 418    | 365  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 314    | 365   | -     | 609    | 627  | -    |
|                          |        |      |      |        |       |      |        |       |       |        |      |      |
|                          |        |      |      |        |       |      |        |       |       |        |      |      |
| Approach                 | EB     |      |      | WB     |       |      | NB     |       |       | SB     |      |      |
| HCM Control Delay, s     | 0      |      |      | 2      |       |      | 15.4   |       |       | 26     |      |      |
| HCM LOS                  |        |      |      |        |       |      | C      |       |       | D      |      |      |
|                          |        |      |      |        |       |      |        |       |       |        |      |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBL  | EBT  | EBR    | WBL   | WBT  | WBR    | SBLn1 |       |        |      |      |
| Capacity (veh/h)         | 432    | 1119 | -    | -      | 1189  | -    | -      | 178   |       |        |      |      |
| HCM Lane V/C Ratio       | 0.198  | -    | -    | -      | 0.116 | -    | -      | 0.037 |       |        |      |      |
| HCM Control Delay (s)    | 15.4   | 0    | -    | -      | 8.4   | 0    | -      | 26    |       |        |      |      |
| HCM Lane LOS             | C      | A    | -    | -      | A     | A    | -      | D     |       |        |      |      |
| HCM 95th %tile Q(veh)    | 0.7    | 0    | -    | -      | 0.4   | -    | -      | 0.1   |       |        |      |      |

9: Hill Boulevard/Old Jefferson Valley Hill Road (W) & E Main Street  
HCM 6th TWSC

No Action

| Intersection             |        |      |      |        |       |      |        |       |       |        |      |      |
|--------------------------|--------|------|------|--------|-------|------|--------|-------|-------|--------|------|------|
| Int Delay, s/veh         | 1.3    |      |      |        |       |      |        |       |       |        |      |      |
| Movement                 | EBL    | EBT  | EBR  | WBL    | WBT   | WBR  | NBL    | NBT   | NBR   | SBL    | SBT  | SBR  |
| Lane Configurations      |        | ↕    |      |        | ↕     |      |        | ↕     |       |        | ↕    |      |
| Traffic Vol, veh/h       | 0      | 174  | 28   | 78     | 560   | 0    | 3      | 0     | 22    | 0      | 0    | 0    |
| Future Vol, veh/h        | 0      | 174  | 28   | 78     | 560   | 0    | 3      | 0     | 22    | 0      | 0    | 0    |
| Conflicting Peds, #/hr   | 0      | 0    | 0    | 0      | 0     | 0    | 0      | 0     | 0     | 0      | 0    | 0    |
| Sign Control             | Free   | Free | Free | Free   | Free  | Free | Stop   | Stop  | Stop  | Stop   | Stop | Stop |
| RT Channelized           | -      | -    | None | -      | -     | None | -      | -     | None  | -      | -    | None |
| Storage Length           | -      | -    | -    | -      | -     | -    | -      | -     | -     | -      | -    | -    |
| Veh in Median Storage, # | -      | 0    | -    | -      | 0     | -    | -      | 0     | -     | -      | 0    | -    |
| Grade, %                 | -      | 0    | -    | -      | 0     | -    | -      | 0     | -     | -      | 0    | -    |
| Peak Hour Factor         | 92     | 92   | 92   | 89     | 89    | 89   | 56     | 56    | 56    | 92     | 92   | 92   |
| Heavy Vehicles, %        | 0      | 7    | 6    | 5      | 4     | 0    | 25     | 0     | 23    | 0      | 0    | 0    |
| Mvmt Flow                | 0      | 189  | 30   | 88     | 629   | 0    | 5      | 0     | 39    | 0      | 0    | 0    |
| Major/Minor              | Major1 |      |      | Major2 |       |      | Minor1 |       |       | Minor2 |      |      |
| Conflicting Flow All     | 629    | 0    | 0    | 219    | 0     | 0    | 1009   | 1009  | 204   | 1029   | 1024 | 629  |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 204    | 204   | -     | 805    | 805  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 805    | 805   | -     | 224    | 219  | -    |
| Critical Hdwy            | 4.1    | -    | -    | 4.15   | -     | -    | 7.35   | 6.5   | 6.43  | 7.1    | 6.5  | 6.2  |
| Critical Hdwy Stg 1      | -      | -    | -    | -      | -     | -    | 6.35   | 5.5   | -     | 6.1    | 5.5  | -    |
| Critical Hdwy Stg 2      | -      | -    | -    | -      | -     | -    | 6.35   | 5.5   | -     | 6.1    | 5.5  | -    |
| Follow-up Hdwy           | 2.2    | -    | -    | 2.245  | -     | -    | 3.725  | 4     | 3.507 | 3.5    | 4    | 3.3  |
| Pot Cap-1 Maneuver       | 963    | -    | -    | 1333   | -     | -    | 198    | 242   | 786   | 214    | 237  | 486  |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 748    | 737   | -     | 379    | 398  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 344    | 398   | -     | 783    | 726  | -    |
| Platoon blocked, %       | -      | -    | -    | -      | -     | -    | -      | -     | -     | -      | -    | -    |
| Mov Cap-1 Maneuver       | 963    | -    | -    | 1333   | -     | -    | 183    | 218   | 786   | 188    | 213  | 486  |
| Mov Cap-2 Maneuver       | -      | -    | -    | -      | -     | -    | 183    | 218   | -     | 188    | 213  | -    |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 748    | 737   | -     | 379    | 358  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 309    | 358   | -     | 744    | 726  | -    |
| Approach                 | EB     |      |      | WB     |       |      | NB     |       |       | SB     |      |      |
| HCM Control Delay, s     | 0      |      |      | 1      |       |      | 11.9   |       |       | 0      |      |      |
| HCM LOS                  |        |      |      |        |       |      | B      |       |       | A      |      |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBL  | EBT  | EBR    | WBL   | WBT  | WBR    | SBLn1 |       |        |      |      |
| Capacity (veh/h)         | 563    | 963  | -    | -      | 1333  | -    | -      | -     |       |        |      |      |
| HCM Lane V/C Ratio       | 0.079  | -    | -    | -      | 0.066 | -    | -      | -     |       |        |      |      |
| HCM Control Delay (s)    | 11.9   | 0    | -    | -      | 7.9   | 0    | -      | 0     |       |        |      |      |
| HCM Lane LOS             | B      | A    | -    | -      | A     | A    | -      | A     |       |        |      |      |
| HCM 95th %tile Q(veh)    | 0.3    | 0    | -    | -      | 0.2   | -    | -      | -     |       |        |      |      |



1: Barger Street & US Route 6  
Lanes, Volumes, Timings

No Action

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |                                                                                   |  |  |                                                                                   |                                                                                    |  |  |  |  |                                                                                     |
| Traffic Volume (vph)       | 5                                                                                 | 1100                                                                              | 111                                                                               | 270                                                                               | 1112                                                                              | 7                                                                                 | 279                                                                                | 61                                                                                  | 321                                                                                 | 43                                                                                  | 33                                                                                  | 37                                                                                  |
| Future Volume (vph)        | 5                                                                                 | 1100                                                                              | 111                                                                               | 270                                                                               | 1112                                                                              | 7                                                                                 | 279                                                                                | 61                                                                                  | 321                                                                                 | 43                                                                                  | 33                                                                                  | 37                                                                                  |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 11                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 11                                                                                 | 11                                                                                  | 12                                                                                  | 10                                                                                  | 10                                                                                  | 10                                                                                  |
| Storage Length (ft)        | 200                                                                               |                                                                                   | 0                                                                                 | 335                                                                               |                                                                                   | 0                                                                                 | 0                                                                                  |                                                                                     | 100                                                                                 | 105                                                                                 |                                                                                     | 0                                                                                   |
| Storage Lanes              | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                  |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     | 0                                                                                   |
| Taper Length (ft)          | 150                                                                               |                                                                                   |                                                                                   | 210                                                                               |                                                                                   |                                                                                   | 25                                                                                 |                                                                                     |                                                                                     | 120                                                                                 |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                        |                                                                                   | 0.986                                                                             |                                                                                   |                                                                                   | 0.999                                                                             |                                                                                   |                                                                                    |                                                                                     | 0.850                                                                               |                                                                                     | 0.921                                                                               |                                                                                     |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                    | 0.961                                                                               |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1745                                                                              | 3527                                                                              | 0                                                                                 | 1770                                                                              | 3525                                                                              | 0                                                                                 | 0                                                                                  | 1711                                                                                | 1599                                                                                | 1652                                                                                | 1487                                                                                | 0                                                                                   |
| Flt Permitted              | 0.137                                                                             |                                                                                   |                                                                                   | 0.114                                                                             |                                                                                   |                                                                                   |                                                                                    | 0.710                                                                               |                                                                                     | 0.270                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 252                                                                               | 3527                                                                              | 0                                                                                 | 212                                                                               | 3525                                                                              | 0                                                                                 | 0                                                                                  | 1264                                                                                | 1599                                                                                | 469                                                                                 | 1487                                                                                | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                    |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   | 14                                                                                |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                    |                                                                                     | 257                                                                                 |                                                                                     | 42                                                                                  |                                                                                     |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 1131                                                                              |                                                                                   |                                                                                   | 642                                                                               |                                                                                   |                                                                                    | 494                                                                                 |                                                                                     |                                                                                     | 419                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 25.7                                                                              |                                                                                   |                                                                                   | 14.6                                                                              |                                                                                   |                                                                                    | 11.2                                                                                |                                                                                     |                                                                                     | 9.5                                                                                 |                                                                                     |
| Peak Hour Factor           | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.87                                                                               | 0.87                                                                                | 0.87                                                                                | 0.88                                                                                | 0.88                                                                                | 0.88                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 1%                                                                                | 0%                                                                                | 2%                                                                                | 2%                                                                                | 50%                                                                               | 3%                                                                                 | 4%                                                                                  | 1%                                                                                  | 2%                                                                                  | 14%                                                                                 | 6%                                                                                  |
| Adj. Flow (vph)            | 5                                                                                 | 1196                                                                              | 121                                                                               | 297                                                                               | 1222                                                                              | 8                                                                                 | 321                                                                                | 70                                                                                  | 369                                                                                 | 49                                                                                  | 38                                                                                  | 42                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 5                                                                                 | 1317                                                                              | 0                                                                                 | 297                                                                               | 1230                                                                              | 0                                                                                 | 0                                                                                  | 391                                                                                 | 369                                                                                 | 49                                                                                  | 80                                                                                  | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                 | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                               | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)           |                                                                                   | 12                                                                                |                                                                                   |                                                                                   | 18                                                                                |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 10                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                    | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 1.04                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                               | 1.04                                                                                | 1.00                                                                                | 1.09                                                                                | 1.09                                                                                | 1.09                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                 |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                  | 2                                                                                   | 1                                                                                   | 1                                                                                   | 2                                                                                   |                                                                                     |
| Detector Template          | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                               | Thru                                                                                | Right                                                                               | Left                                                                                | Thru                                                                                |                                                                                     |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                 | 100                                                                                 | 20                                                                                  | 20                                                                                  | 100                                                                                 |                                                                                     |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                 | 6                                                                                   | 20                                                                                  | 20                                                                                  | 6                                                                                   |                                                                                     |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                              | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               |                                                                                     |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                    | 94                                                                                  |                                                                                     |                                                                                     | 94                                                                                  |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                    | 6                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                    | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                             | NA                                                                                |                                                                                   | Perm                                                                               | NA                                                                                  | Perm                                                                                | Perm                                                                                | NA                                                                                  |                                                                                     |

1: Barger Street & US Route 6  
Lanes, Volumes, Timings

No Action

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Protected Phases        | 2                                                                                 | 5                                                                                 |                                                                                   | 6                                                                                 | 1                                                                                 |                                                                                   |                                                                                    | 3                                                                                   |                                                                                     |                                                                                     | 3                                                                                   |                                                                                     |
| Permitted Phases        | 5                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 3                                                                                  |                                                                                     | 3                                                                                   | 3                                                                                   |                                                                                     |                                                                                     |
| Detector Phase          | 2                                                                                 | 5                                                                                 |                                                                                   | 6                                                                                 | 1                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   |                                                                                     |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 6.0                                                                               | 5.0                                                                               |                                                                                   | 6.0                                                                               | 5.0                                                                               |                                                                                   | 6.0                                                                                | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Minimum Split (s)       | 12.0                                                                              | 11.0                                                                              |                                                                                   | 12.0                                                                              | 11.0                                                                              |                                                                                   | 12.0                                                                               | 12.0                                                                                | 12.0                                                                                | 12.0                                                                                | 12.0                                                                                |                                                                                     |
| Total Split (s)         | 20.0                                                                              | 40.0                                                                              |                                                                                   | 20.0                                                                              | 40.0                                                                              |                                                                                   | 30.0                                                                               | 30.0                                                                                | 30.0                                                                                | 30.0                                                                                | 30.0                                                                                |                                                                                     |
| Total Split (%)         | 22.2%                                                                             | 44.4%                                                                             |                                                                                   | 22.2%                                                                             | 44.4%                                                                             |                                                                                   | 33.3%                                                                              | 33.3%                                                                               | 33.3%                                                                               | 33.3%                                                                               | 33.3%                                                                               |                                                                                     |
| Maximum Green (s)       | 14.0                                                                              | 34.0                                                                              |                                                                                   | 14.0                                                                              | 34.0                                                                              |                                                                                   | 24.0                                                                               | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                |                                                                                     |
| Yellow Time (s)         | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| All-Red Time (s)        | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                                | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 |                                                                                     |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Lost Time (s)     | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                    | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Lead/Lag                | Lag                                                                               | Lead                                                                              |                                                                                   | Lag                                                                               | Lead                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                               | Yes                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Vehicle Extension (s)   | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                                | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |
| Recall Mode             | None                                                                              | C-Min                                                                             |                                                                                   | None                                                                              | C-Min                                                                             |                                                                                   | None                                                                               | None                                                                                | None                                                                                | None                                                                                | None                                                                                |                                                                                     |
| Act Effct Green (s)     | 40.9                                                                              | 34.0                                                                              |                                                                                   | 52.1                                                                              | 49.3                                                                              |                                                                                   |                                                                                    | 24.7                                                                                | 24.7                                                                                | 24.7                                                                                | 24.7                                                                                |                                                                                     |
| Actuated g/C Ratio      | 0.45                                                                              | 0.38                                                                              |                                                                                   | 0.58                                                                              | 0.55                                                                              |                                                                                   |                                                                                    | 0.27                                                                                | 0.27                                                                                | 0.27                                                                                | 0.27                                                                                |                                                                                     |
| v/c Ratio               | 0.02                                                                              | 0.98                                                                              |                                                                                   | 0.84                                                                              | 0.64                                                                              |                                                                                   |                                                                                    | 1.13                                                                                | 0.59                                                                                | 0.38                                                                                | 0.18                                                                                |                                                                                     |
| Control Delay           | 9.8                                                                               | 49.2                                                                              |                                                                                   | 47.6                                                                              | 18.2                                                                              |                                                                                   |                                                                                    | 121.2                                                                               | 13.4                                                                                | 37.5                                                                                | 15.3                                                                                |                                                                                     |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Delay             | 9.8                                                                               | 49.2                                                                              |                                                                                   | 47.6                                                                              | 18.2                                                                              |                                                                                   |                                                                                    | 121.2                                                                               | 13.4                                                                                | 37.5                                                                                | 15.3                                                                                |                                                                                     |
| LOS                     | A                                                                                 | D                                                                                 |                                                                                   | D                                                                                 | B                                                                                 |                                                                                   |                                                                                    | F                                                                                   | B                                                                                   | D                                                                                   | B                                                                                   |                                                                                     |
| Approach Delay          |                                                                                   | 49.1                                                                              |                                                                                   |                                                                                   | 23.9                                                                              |                                                                                   |                                                                                    | 68.8                                                                                |                                                                                     |                                                                                     | 23.8                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | E                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Queue Length 50th (ft)  | 1                                                                                 | 380                                                                               |                                                                                   | 113                                                                               | 201                                                                               |                                                                                   |                                                                                    | ~266                                                                                | 50                                                                                  | 23                                                                                  | 16                                                                                  |                                                                                     |
| Queue Length 95th (ft)  | 5                                                                                 | #537                                                                              |                                                                                   | #227                                                                              | #488                                                                              |                                                                                   |                                                                                    | #419                                                                                | 128                                                                                 | 58                                                                                  | 50                                                                                  |                                                                                     |
| Internal Link Dist (ft) |                                                                                   | 1051                                                                              |                                                                                   |                                                                                   | 562                                                                               |                                                                                   |                                                                                    | 414                                                                                 |                                                                                     |                                                                                     | 339                                                                                 |                                                                                     |
| Turn Bay Length (ft)    | 200                                                                               |                                                                                   |                                                                                   | 335                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     | 100                                                                                 | 105                                                                                 |                                                                                     |                                                                                     |
| Base Capacity (vph)     | 364                                                                               | 1341                                                                              |                                                                                   | 366                                                                               | 1932                                                                              |                                                                                   |                                                                                    | 346                                                                                 | 624                                                                                 | 128                                                                                 | 438                                                                                 |                                                                                     |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Reduced v/c Ratio       | 0.01                                                                              | 0.98                                                                              |                                                                                   | 0.81                                                                              | 0.64                                                                              |                                                                                   |                                                                                    | 1.13                                                                                | 0.59                                                                                | 0.38                                                                                | 0.18                                                                                |                                                                                     |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 86 (96%), Referenced to phase 1:WBTL and 5:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.13

Intersection Signal Delay: 41.9

Intersection LOS: D

Intersection Capacity Utilization 89.2%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.



# 1: Barger Street & US Route 6 Lanes, Volumes, Timings

No Action

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

Splits and Phases: 1: Barger Street & US Route 6

|                                                                                                  |                                                                                              |                                                                                                |
|--------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|
|  Ø1 (L)<br>40 s |  Ø2<br>20 s |  Ø3<br>30 s |
|  Ø5 (R)<br>40 s |  Ø6<br>20 s |                                                                                                |

## 2: US Route 6 & Taconic State Parkway SB Ramps

### Lanes, Volumes, Timings

No Action

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |                                                                                   | ↑↑                                                                                | ↑                                                                                 |                                                                                   | ↑↑                                                                                | ↑                                                                                 |                                                                                     |                                                                                     |                                                                                     | ↑                                                                                   |                                                                                     | ↑                                                                                   |
| Traffic Volume (vph)       | 0                                                                                 | 1253                                                                              | 211                                                                               | 0                                                                                 | 1281                                                                              | 459                                                                               | 0                                                                                   | 0                                                                                   | 0                                                                                   | 130                                                                                 | 0                                                                                   | 108                                                                                 |
| Future Volume (vph)        | 0                                                                                 | 1253                                                                              | 211                                                                               | 0                                                                                 | 1281                                                                              | 459                                                                               | 0                                                                                   | 0                                                                                   | 0                                                                                   | 130                                                                                 | 0                                                                                   | 108                                                                                 |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Storage Length (ft)        | 0                                                                                 |                                                                                   | 325                                                                               | 0                                                                                 |                                                                                   | 600                                                                               | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 105                                                                                 |
| Storage Lanes              | 0                                                                                 |                                                                                   | 1                                                                                 | 0                                                                                 |                                                                                   | 1                                                                                 | 0                                                                                   |                                                                                     | 0                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                        |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 3574                                                                              | 1599                                                                              | 0                                                                                 | 3505                                                                              | 1615                                                                              | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1805                                                                                | 0                                                                                   | 1615                                                                                |
| Flt Permitted              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 3574                                                                              | 1599                                                                              | 0                                                                                 | 3505                                                                              | 1615                                                                              | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1805                                                                                | 0                                                                                   | 1615                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 179                                                                               |                                                                                   |                                                                                   | 488                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 40                                                                                  |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                     | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 642                                                                               |                                                                                   |                                                                                   | 906                                                                               |                                                                                   |                                                                                     | 282                                                                                 |                                                                                     |                                                                                     | 530                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 14.6                                                                              |                                                                                   |                                                                                   | 20.6                                                                              |                                                                                   |                                                                                     | 6.4                                                                                 |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Peak Hour Factor           | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.25                                                                                | 0.25                                                                                | 0.25                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 1%                                                                                | 1%                                                                                | 0%                                                                                | 3%                                                                                | 0%                                                                                | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Adj. Flow (vph)            | 0                                                                                 | 1424                                                                              | 240                                                                               | 0                                                                                 | 1363                                                                              | 488                                                                               | 0                                                                                   | 0                                                                                   | 0                                                                                   | 143                                                                                 | 0                                                                                   | 119                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 1424                                                                              | 240                                                                               | 0                                                                                 | 1363                                                                              | 488                                                                               | 0                                                                                   | 0                                                                                   | 0                                                                                   | 143                                                                                 | 0                                                                                   | 119                                                                                 |
| 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                                                                                |                                                                                   |                                                                                   | 24                                                                                |                                                                                   |                                                                                     | 12                                                                                  |                                                                                     |                                                                                     | 24                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     | 26                                                                                  |                                                                                     |
| 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                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        |                                                                                   | 2                                                                                 | 1                                                                                 |                                                                                   | 2                                                                                 | 1                                                                                 |                                                                                     |                                                                                     |                                                                                     | 1                                                                                   |                                                                                     | 1                                                                                   |
| Detector Template          |                                                                                   | Thru                                                                              | Right                                                                             |                                                                                   | Thru                                                                              | Right                                                                             |                                                                                     |                                                                                     |                                                                                     | Left                                                                                |                                                                                     | Right                                                                               |
| Leading Detector (ft)      |                                                                                   | 100                                                                               | 20                                                                                |                                                                                   | 100                                                                               | 20                                                                                |                                                                                     |                                                                                     |                                                                                     | 20                                                                                  |                                                                                     | 20                                                                                  |
| Trailing Detector (ft)     |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     | 0                                                                                   |
| Detector 1 Position(ft)    |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     | 0                                                                                   |
| Detector 1 Size(ft)        |                                                                                   | 6                                                                                 | 20                                                                                |                                                                                   | 6                                                                                 | 20                                                                                |                                                                                     |                                                                                     |                                                                                     | 20                                                                                  |                                                                                     | 20                                                                                  |
| Detector 1 Type            |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                     |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     | Cl+Ex                                                                               |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Detector 1 Queue (s)       |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Detector 1 Delay (s)       |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Turn Type                  |                                                                                   | NA                                                                                | Free                                                                              |                                                                                   | NA                                                                                | Perm                                                                              |                                                                                     |                                                                                     |                                                                                     | Perm                                                                                |                                                                                     | Perm                                                                                |
| Protected Phases           |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 5                                                                                 |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

## 2: US Route 6 & Taconic State Parkway SB Ramps

### Lanes, Volumes, Timings

No Action

|                                                                      |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                                                           | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Permitted Phases                                                     |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | 5                                                                                 |                                                                                     |                                                                                     |                                                                                     | 3                                                                                   |                                                                                     | 3                                                                                   |
| Detector Phase                                                       |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 5                                                                                 | 5                                                                                 |                                                                                     |                                                                                     |                                                                                     | 3                                                                                   |                                                                                     | 3                                                                                   |
| Switch Phase                                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)                                                  |                                                                                   | 10.0                                                                              |                                                                                   |                                                                                   | 10.0                                                                              | 10.0                                                                              |                                                                                     |                                                                                     |                                                                                     | 5.0                                                                                 |                                                                                     | 5.0                                                                                 |
| Minimum Split (s)                                                    |                                                                                   | 15.0                                                                              |                                                                                   |                                                                                   | 15.0                                                                              | 15.0                                                                              |                                                                                     |                                                                                     |                                                                                     | 30.0                                                                                |                                                                                     | 30.0                                                                                |
| Total Split (s)                                                      |                                                                                   | 55.0                                                                              |                                                                                   |                                                                                   | 55.0                                                                              | 55.0                                                                              |                                                                                     |                                                                                     |                                                                                     | 35.0                                                                                |                                                                                     | 35.0                                                                                |
| Total Split (%)                                                      |                                                                                   | 61.1%                                                                             |                                                                                   |                                                                                   | 61.1%                                                                             | 61.1%                                                                             |                                                                                     |                                                                                     |                                                                                     | 38.9%                                                                               |                                                                                     | 38.9%                                                                               |
| Maximum Green (s)                                                    |                                                                                   | 50.0                                                                              |                                                                                   |                                                                                   | 50.0                                                                              | 50.0                                                                              |                                                                                     |                                                                                     |                                                                                     | 30.0                                                                                |                                                                                     | 30.0                                                                                |
| Yellow Time (s)                                                      |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 4.0                                                                                 |                                                                                     | 4.0                                                                                 |
| All-Red Time (s)                                                     |                                                                                   | 1.0                                                                               |                                                                                   |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 1.0                                                                                 |                                                                                     | 1.0                                                                                 |
| Lost Time Adjust (s)                                                 |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Total Lost Time (s)                                                  |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 5.0                                                                                 |                                                                                     | 5.0                                                                                 |
| Lead/Lag                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Vehicle Extension (s)                                                |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 2.0                                                                                 |                                                                                     | 2.0                                                                                 |
| Recall Mode                                                          |                                                                                   | C-Min                                                                             |                                                                                   |                                                                                   | C-Min                                                                             | C-Min                                                                             |                                                                                     |                                                                                     |                                                                                     | None                                                                                |                                                                                     | None                                                                                |
| Walk Time (s)                                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     | 8.0                                                                                 |                                                                                     | 8.0                                                                                 |
| Flash Dont Walk (s)                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     | 17.0                                                                                |                                                                                     | 17.0                                                                                |
| Pedestrian Calls (#/hr)                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     | 0                                                                                   |
| Act Effct Green (s)                                                  |                                                                                   | 68.4                                                                              | 90.0                                                                              |                                                                                   | 68.4                                                                              | 68.4                                                                              |                                                                                     |                                                                                     |                                                                                     | 11.6                                                                                |                                                                                     | 11.6                                                                                |
| Actuated g/C Ratio                                                   |                                                                                   | 0.76                                                                              | 1.00                                                                              |                                                                                   | 0.76                                                                              | 0.76                                                                              |                                                                                     |                                                                                     |                                                                                     | 0.13                                                                                |                                                                                     | 0.13                                                                                |
| v/c Ratio                                                            |                                                                                   | 0.52                                                                              | 0.15                                                                              |                                                                                   | 0.51                                                                              | 0.36                                                                              |                                                                                     |                                                                                     |                                                                                     | 0.62                                                                                |                                                                                     | 0.49                                                                                |
| Control Delay                                                        |                                                                                   | 8.8                                                                               | 0.1                                                                               |                                                                                   | 6.0                                                                               | 1.8                                                                               |                                                                                     |                                                                                     |                                                                                     | 48.0                                                                                |                                                                                     | 30.5                                                                                |
| Queue Delay                                                          |                                                                                   | 0.1                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Total Delay                                                          |                                                                                   | 8.9                                                                               | 0.1                                                                               |                                                                                   | 6.0                                                                               | 1.8                                                                               |                                                                                     |                                                                                     |                                                                                     | 48.0                                                                                |                                                                                     | 30.5                                                                                |
| LOS                                                                  |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   | A                                                                                 | A                                                                                 |                                                                                     |                                                                                     |                                                                                     | D                                                                                   |                                                                                     | C                                                                                   |
| Approach Delay                                                       |                                                                                   | 7.6                                                                               |                                                                                   |                                                                                   | 4.9                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 40.0                                                                                |                                                                                     |
| Approach LOS                                                         |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Queue Length 50th (ft)                                               |                                                                                   | 215                                                                               | 0                                                                                 |                                                                                   | 119                                                                               | 0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 78                                                                                  |                                                                                     | 42                                                                                  |
| Queue Length 95th (ft)                                               |                                                                                   | m132                                                                              | m0                                                                                |                                                                                   | 248                                                                               | 65                                                                                |                                                                                     |                                                                                     |                                                                                     | 130                                                                                 |                                                                                     | 89                                                                                  |
| Internal Link Dist (ft)                                              |                                                                                   | 562                                                                               |                                                                                   |                                                                                   | 826                                                                               |                                                                                   |                                                                                     | 202                                                                                 |                                                                                     |                                                                                     | 450                                                                                 |                                                                                     |
| Turn Bay Length (ft)                                                 |                                                                                   |                                                                                   | 325                                                                               |                                                                                   |                                                                                   | 600                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 105                                                                                 |
| Base Capacity (vph)                                                  |                                                                                   | 2716                                                                              | 1599                                                                              |                                                                                   | 2663                                                                              | 1344                                                                              |                                                                                     |                                                                                     |                                                                                     | 601                                                                                 |                                                                                     | 565                                                                                 |
| Starvation Cap Reductn                                               |                                                                                   | 296                                                                               | 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                                                    |                                                                                   | 0.59                                                                              | 0.15                                                                              |                                                                                   | 0.51                                                                              | 0.36                                                                              |                                                                                     |                                                                                     |                                                                                     | 0.24                                                                                |                                                                                     | 0.21                                                                                |
| Intersection Summary                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                                                           | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Cycle Length: 90                                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length: 90                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Offset: 0 (0%), Referenced to phase 1:EBT and 5:WBT, Start of Yellow |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Natural Cycle: 60                                                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type: Actuated-Coordinated                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.62                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Signal Delay: 8.5                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | Intersection LOS: A                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 50.4%                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service A                                                            |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min) 15                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

## 2: US Route 6 & Taconic State Parkway SB Ramps Lanes, Volumes, Timings

No Action

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

Splits and Phases: 2: US Route 6 & Taconic State Parkway SB Ramps

|          |  |      |
|----------|--|------|
| → Ø1 (R) |  | ↖ Ø3 |
| 55 s     |  | 35 s |
| ← Ø5 (R) |  |      |
| 55 s     |  |      |

### 3: Taconic State Parkway NB Ramps & US Route 6 Lanes, Volumes, Timings

No Action

|                            |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                 | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations        | ↑↑                                                                                | ↑                                                                                 | ↵                                                                                 | ↑↑                                                                                | ↵                                                                                 | ↵↵                                                                                |
| Traffic Volume (vph)       | 1175                                                                              | 208                                                                               | 151                                                                               | 1501                                                                              | 239                                                                               | 969                                                                               |
| Future Volume (vph)        | 1175                                                                              | 208                                                                               | 151                                                                               | 1501                                                                              | 239                                                                               | 969                                                                               |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Lane Width (ft)            | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 13                                                                                | 13                                                                                |
| Storage Length (ft)        |                                                                                   | 550                                                                               | 150                                                                               |                                                                                   | 440                                                                               | 280                                                                               |
| Storage Lanes              |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 |
| Taper Length (ft)          |                                                                                   |                                                                                   | 150                                                                               |                                                                                   | 180                                                                               |                                                                                   |
| Lane Util. Factor          | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 0.88                                                                              |
| Frt                        |                                                                                   | 0.850                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.850                                                                             |
| Flt Protected              |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   | 0.950                                                                             |                                                                                   |
| Satd. Flow (prot)          | 3574                                                                              | 1615                                                                              | 1805                                                                              | 3539                                                                              | 1865                                                                              | 2937                                                                              |
| Flt Permitted              |                                                                                   |                                                                                   | 0.085                                                                             |                                                                                   | 0.950                                                                             |                                                                                   |
| Satd. Flow (perm)          | 3574                                                                              | 1615                                                                              | 162                                                                               | 3539                                                                              | 1865                                                                              | 2937                                                                              |
| Right Turn on Red          |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   |                                                                                   | No                                                                                |
| Satd. Flow (RTOR)          |                                                                                   | 234                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Link Speed (mph)           | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                | 30                                                                                |                                                                                   |
| Link Distance (ft)         | 906                                                                               |                                                                                   |                                                                                   | 737                                                                               | 921                                                                               |                                                                                   |
| Travel Time (s)            | 20.6                                                                              |                                                                                   |                                                                                   | 16.8                                                                              | 20.9                                                                              |                                                                                   |
| Peak Hour Factor           | 0.89                                                                              | 0.89                                                                              | 0.97                                                                              | 0.97                                                                              | 0.95                                                                              | 0.95                                                                              |
| Heavy Vehicles (%)         | 1%                                                                                | 0%                                                                                | 0%                                                                                | 2%                                                                                | 0%                                                                                | 0%                                                                                |
| Adj. Flow (vph)            | 1320                                                                              | 234                                                                               | 156                                                                               | 1547                                                                              | 252                                                                               | 1020                                                                              |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Group Flow (vph)      | 1320                                                                              | 234                                                                               | 156                                                                               | 1547                                                                              | 252                                                                               | 1020                                                                              |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                |
| Lane Alignment             | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Left                                                                              | Right                                                                             |
| Median Width(ft)           | 24                                                                                |                                                                                   |                                                                                   | 14                                                                                | 13                                                                                |                                                                                   |
| Link Offset(ft)            | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |
| Crosswalk Width(ft)        | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                | 40                                                                                |                                                                                   |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Headway Factor             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.96                                                                              | 0.96                                                                              |
| Turning Speed (mph)        |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 15                                                                                | 9                                                                                 |
| Number of Detectors        | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 |
| Detector Template          | Thru                                                                              | Right                                                                             | Left                                                                              | Thru                                                                              | Left                                                                              | Right                                                                             |
| Leading Detector (ft)      | 100                                                                               | 20                                                                                | 20                                                                                | 100                                                                               | 20                                                                                | 20                                                                                |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Detector 1 Size(ft)        | 6                                                                                 | 20                                                                                | 20                                                                                | 6                                                                                 | 20                                                                                | 20                                                                                |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Detector 2 Position(ft)    | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                   |
| Detector 2 Size(ft)        | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   |
| Detector 2 Type            | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Detector 2 Extend (s)      | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   |
| Turn Type                  | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                | Prot                                                                              | pm+ov                                                                             |

### 3: Taconic State Parkway NB Ramps & US Route 6 Lanes, Volumes, Timings

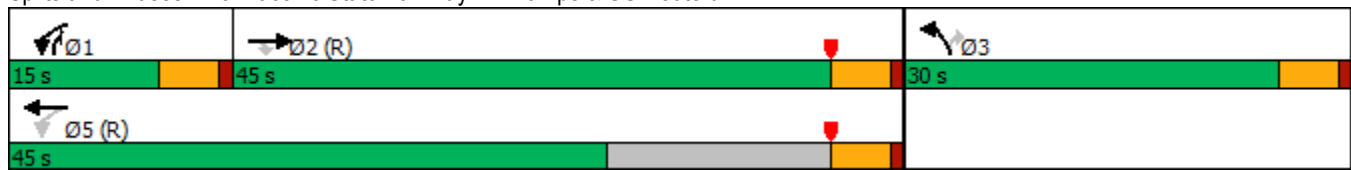
No Action

|                                                                         | →     | ↘     | ↙     | ←                      | ↖     | ↗     |
|-------------------------------------------------------------------------|-------|-------|-------|------------------------|-------|-------|
| Lane Group                                                              | EBT   | EBR   | WBL   | WBT                    | NBL   | NBR   |
| Protected Phases                                                        | 2     |       | 1     | 5                      | 3     | 1     |
| Permitted Phases                                                        |       | 2     | 5     |                        |       | 3     |
| Detector Phase                                                          | 2     | 2     | 1     | 5                      | 3     | 1     |
| Switch Phase                                                            |       |       |       |                        |       |       |
| Minimum Initial (s)                                                     | 10.0  | 10.0  | 5.0   | 10.0                   | 5.0   | 5.0   |
| Minimum Split (s)                                                       | 23.0  | 23.0  | 10.0  | 23.0                   | 10.0  | 10.0  |
| Total Split (s)                                                         | 45.0  | 45.0  | 15.0  | 45.0                   | 30.0  | 15.0  |
| Total Split (%)                                                         | 50.0% | 50.0% | 16.7% | 50.0%                  | 33.3% | 16.7% |
| Maximum Green (s)                                                       | 40.0  | 40.0  | 10.0  | 40.0                   | 25.0  | 10.0  |
| Yellow Time (s)                                                         | 4.0   | 4.0   | 4.0   | 4.0                    | 4.0   | 4.0   |
| All-Red Time (s)                                                        | 1.0   | 1.0   | 1.0   | 1.0                    | 1.0   | 1.0   |
| Lost Time Adjust (s)                                                    | 0.0   | 0.0   | 0.0   | 0.0                    | 0.0   | 0.0   |
| Total Lost Time (s)                                                     | 5.0   | 5.0   | 5.0   | 5.0                    | 5.0   | 5.0   |
| Lead/Lag                                                                | Lag   | Lag   | Lead  |                        |       | Lead  |
| Lead-Lag Optimize?                                                      | Yes   | Yes   | Yes   |                        |       | Yes   |
| Vehicle Extension (s)                                                   | 3.0   | 3.0   | 2.0   | 3.0                    | 2.0   | 2.0   |
| Recall Mode                                                             | C-Min | C-Min | None  | C-Min                  | None  | None  |
| Act Effct Green (s)                                                     | 42.2  | 42.2  | 63.5  | 63.5                   | 16.5  | 37.8  |
| Actuated g/C Ratio                                                      | 0.47  | 0.47  | 0.71  | 0.71                   | 0.18  | 0.42  |
| v/c Ratio                                                               | 0.79  | 0.27  | 0.38  | 0.62                   | 0.74  | 0.83  |
| Control Delay                                                           | 25.9  | 4.9   | 12.8  | 9.0                    | 47.2  | 29.6  |
| Queue Delay                                                             | 0.0   | 0.0   | 0.0   | 0.0                    | 0.0   | 0.0   |
| Total Delay                                                             | 25.9  | 4.9   | 12.8  | 9.0                    | 47.2  | 29.6  |
| LOS                                                                     | C     | A     | B     | A                      | D     | C     |
| Approach Delay                                                          | 22.8  |       |       | 9.4                    | 33.1  |       |
| Approach LOS                                                            | C     |       |       | A                      | C     |       |
| Queue Length 50th (ft)                                                  | 291   | 28    | 24    | 207                    | 136   | 271   |
| Queue Length 95th (ft)                                                  | 302   | 41    | 90    | 340                    | 200   | 360   |
| Internal Link Dist (ft)                                                 | 826   |       |       | 657                    | 841   |       |
| Turn Bay Length (ft)                                                    |       | 550   | 150   |                        | 440   | 280   |
| Base Capacity (vph)                                                     | 1674  | 880   | 412   | 2496                   | 518   | 1234  |
| 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                                                       | 0.79  | 0.27  | 0.38  | 0.62                   | 0.49  | 0.83  |
| Intersection Summary                                                    |       |       |       |                        |       |       |
| Area Type: Other                                                        |       |       |       |                        |       |       |
| Cycle Length: 90                                                        |       |       |       |                        |       |       |
| Actuated Cycle Length: 90                                               |       |       |       |                        |       |       |
| Offset: 16 (18%), Referenced to phase 2:EBT and 5:WBTL, Start of Yellow |       |       |       |                        |       |       |
| Natural Cycle: 60                                                       |       |       |       |                        |       |       |
| Control Type: Actuated-Coordinated                                      |       |       |       |                        |       |       |
| Maximum v/c Ratio: 0.83                                                 |       |       |       |                        |       |       |
| Intersection Signal Delay: 20.6                                         |       |       |       | Intersection LOS: C    |       |       |
| Intersection Capacity Utilization 74.7%                                 |       |       |       | ICU Level of Service D |       |       |
| Analysis Period (min) 15                                                |       |       |       |                        |       |       |

### 3: Taconic State Parkway NB Ramps & US Route 6 Lanes, Volumes, Timings

No Action

Splits and Phases: 3: Taconic State Parkway NB Ramps & US Route 6



#### 4: E Main Street & US Route 6

#### Lanes, Volumes, Timings

No Action

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                        | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |  |  |                                                                                   |  |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)              | 556                                                                               | 1564                                                                              | 24                                                                                | 5                                                                                 | 1306                                                                              | 14                                                                                | 21                                                                                 | 0                                                                                   | 26                                                                                  | 2                                                                                   | 0                                                                                   | 325                                                                                 |
| Future Volume (vph)               | 556                                                                               | 1564                                                                              | 24                                                                                | 5                                                                                 | 1306                                                                              | 14                                                                                | 21                                                                                 | 0                                                                                   | 26                                                                                  | 2                                                                                   | 0                                                                                   | 325                                                                                 |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)                   | 14                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 11                                                                                | 11                                                                                | 12                                                                                 | 12                                                                                  | 12                                                                                  | 15                                                                                  | 15                                                                                  | 15                                                                                  |
| Storage Length (ft)               | 150                                                                               |                                                                                   | 0                                                                                 | 140                                                                               |                                                                                   | 0                                                                                 | 0                                                                                  |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   |
| Storage Lanes                     | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                  |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   |
| Taper Length (ft)                 | 130                                                                               |                                                                                   |                                                                                   | 140                                                                               |                                                                                   |                                                                                   | 25                                                                                 |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor                 | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                               |                                                                                   | 0.998                                                                             |                                                                                   |                                                                                   | 0.998                                                                             |                                                                                   |                                                                                    | 0.925                                                                               |                                                                                     |                                                                                     | 0.866                                                                               |                                                                                     |
| Flt Protected                     | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                    | 0.978                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)                 | 1906                                                                              | 3568                                                                              | 0                                                                                 | 1745                                                                              | 3408                                                                              | 0                                                                                 | 0                                                                                  | 1719                                                                                | 0                                                                                   | 0                                                                                   | 1736                                                                                | 0                                                                                   |
| Flt Permitted                     | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                    | 0.978                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)                 | 1906                                                                              | 3568                                                                              | 0                                                                                 | 1745                                                                              | 3408                                                                              | 0                                                                                 | 0                                                                                  | 1719                                                                                | 0                                                                                   | 0                                                                                   | 1736                                                                                | 0                                                                                   |
| Link Speed (mph)                  |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)                |                                                                                   | 737                                                                               |                                                                                   |                                                                                   | 875                                                                               |                                                                                   |                                                                                    | 222                                                                                 |                                                                                     |                                                                                     | 154                                                                                 |                                                                                     |
| Travel Time (s)                   |                                                                                   | 16.8                                                                              |                                                                                   |                                                                                   | 19.9                                                                              |                                                                                   |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     | 3.5                                                                                 |                                                                                     |
| Peak Hour Factor                  | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.72                                                                               | 0.72                                                                                | 0.72                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                |
| Heavy Vehicles (%)                | 1%                                                                                | 1%                                                                                | 0%                                                                                | 0%                                                                                | 2%                                                                                | 21%                                                                               | 0%                                                                                 | 0%                                                                                  | 0%                                                                                  | 50%                                                                                 | 0%                                                                                  | 4%                                                                                  |
| Adj. Flow (vph)                   | 591                                                                               | 1664                                                                              | 26                                                                                | 5                                                                                 | 1435                                                                              | 15                                                                                | 29                                                                                 | 0                                                                                   | 36                                                                                  | 2                                                                                   | 0                                                                                   | 357                                                                                 |
| Shared Lane Traffic (%)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)             | 591                                                                               | 1690                                                                              | 0                                                                                 | 5                                                                                 | 1450                                                                              | 0                                                                                 | 0                                                                                  | 65                                                                                  | 0                                                                                   | 0                                                                                   | 359                                                                                 | 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)                  |                                                                                   | 17                                                                                |                                                                                   |                                                                                   | 14                                                                                |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Link Offset(ft)                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)               |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 16                                                                                  |                                                                                     |                                                                                     | 26                                                                                  |                                                                                     |
| Two way Left Turn Lane            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor                    | 0.92                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                              | 1.04                                                                              | 1.04                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 0.88                                                                                | 0.88                                                                                | 0.88                                                                                |
| Turning Speed (mph)               | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                 |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                        | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:                     | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization | 97.6%                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service F                                                             |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



5: E Main Street & Old Rt 6  
Lanes, Volumes, Timings

No Action

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                        | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations               |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Traffic Volume (vph)              | 3                                                                                 | 4                                                                                 | 323                                                                               | 4                                                                                 | 4                                                                                 | 566                                                                               |
| Future Volume (vph)               | 3                                                                                 | 4                                                                                 | 323                                                                               | 4                                                                                 | 4                                                                                 | 566                                                                               |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Lane Width (ft)                   | 10                                                                                | 10                                                                                | 10                                                                                | 10                                                                                | 16                                                                                | 16                                                                                |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Frt                               | 0.924                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.866                                                                             |                                                                                   |
| Flt Protected                     |                                                                                   |                                                                                   |                                                                                   | 0.953                                                                             |                                                                                   |                                                                                   |
| Satd. Flow (prot)                 | 1432                                                                              | 0                                                                                 | 0                                                                                 | 1626                                                                              | 1826                                                                              | 0                                                                                 |
| Flt Permitted                     |                                                                                   |                                                                                   |                                                                                   | 0.953                                                                             |                                                                                   |                                                                                   |
| Satd. Flow (perm)                 | 1432                                                                              | 0                                                                                 | 0                                                                                 | 1626                                                                              | 1826                                                                              | 0                                                                                 |
| Link Speed (mph)                  | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                | 30                                                                                |                                                                                   |
| Link Distance (ft)                | 677                                                                               |                                                                                   |                                                                                   | 840                                                                               | 154                                                                               |                                                                                   |
| Travel Time (s)                   | 15.4                                                                              |                                                                                   |                                                                                   | 19.1                                                                              | 3.5                                                                               |                                                                                   |
| Peak Hour Factor                  | 0.44                                                                              | 0.44                                                                              | 0.94                                                                              | 0.94                                                                              | 0.92                                                                              | 0.92                                                                              |
| Heavy Vehicles (%)                | 33%                                                                               | 0%                                                                                | 4%                                                                                | 0%                                                                                | 25%                                                                               | 2%                                                                                |
| Adj. Flow (vph)                   | 7                                                                                 | 9                                                                                 | 344                                                                               | 4                                                                                 | 4                                                                                 | 615                                                                               |
| Shared Lane Traffic (%)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Group Flow (vph)             | 16                                                                                | 0                                                                                 | 0                                                                                 | 348                                                                               | 619                                                                               | 0                                                                                 |
| Enter Blocked Intersection        | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                |
| Lane Alignment                    | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Left                                                                              | Right                                                                             |
| Median Width(ft)                  | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 16                                                                                |                                                                                   |
| Link Offset(ft)                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |
| Crosswalk Width(ft)               | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                | 16                                                                                |                                                                                   |
| Two way Left Turn Lane            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Headway Factor                    | 1.09                                                                              | 1.09                                                                              | 1.09                                                                              | 1.09                                                                              | 0.85                                                                              | 0.85                                                                              |
| Turning Speed (mph)               |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 15                                                                                | 9                                                                                 |
| Sign Control                      | Stop                                                                              |                                                                                   |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:                        | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:                     | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization | 66.7%                                                                             |                                                                                   |                                                                                   | ICU Level of Service C                                                            |                                                                                   |                                                                                   |
| Analysis Period (min)             | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6

## Lanes, Volumes, Timings

No Action

|                            |  |  |  |  |  |  |   |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |  |  |  |                                                                                   |  |  |                                                                                     |  |  |  |
| Traffic Volume (vph)       | 219                                                                               | 998                                                                               | 375                                                                               | 29                                                                                | 786                                                                               | 86                                                                                | 320                                                                                 | 156                                                                                 | 36                                                                                  | 76                                                                                  | 125                                                                                 | 219                                                                                 |
| Future Volume (vph)        | 219                                                                               | 998                                                                               | 375                                                                               | 29                                                                                | 786                                                                               | 86                                                                                | 320                                                                                 | 156                                                                                 | 36                                                                                  | 76                                                                                  | 125                                                                                 | 219                                                                                 |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 11                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 13                                                                                | 13                                                                                | 11                                                                                  | 11                                                                                  | 11                                                                                  | 10                                                                                  | 12                                                                                  | 10                                                                                  |
| Storage Length (ft)        | 415                                                                               |                                                                                   | 335                                                                               | 280                                                                               |                                                                                   | 0                                                                                 | 350                                                                                 |                                                                                     | 0                                                                                   | 110                                                                                 |                                                                                     | 110                                                                                 |
| Storage Lanes              | 1                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 2                                                                                   |                                                                                     | 0                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 80                                                                                |                                                                                   |                                                                                   | 80                                                                                |                                                                                   |                                                                                   | 150                                                                                 |                                                                                     |                                                                                     | 40                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 0.97                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Fr't                       |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   | 0.985                                                                             |                                                                                   |                                                                                     | 0.972                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1728                                                                              | 3574                                                                              | 1615                                                                              | 1745                                                                              | 3595                                                                              | 0                                                                                 | 3319                                                                                | 1771                                                                                | 0                                                                                   | 1685                                                                                | 1845                                                                                | 1478                                                                                |
| Flt Permitted              | 0.118                                                                             |                                                                                   |                                                                                   | 0.166                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 215                                                                               | 3574                                                                              | 1615                                                                              | 305                                                                               | 3595                                                                              | 0                                                                                 | 3319                                                                                | 1771                                                                                | 0                                                                                   | 1685                                                                                | 1845                                                                                | 1478                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 403                                                                               |                                                                                   | 11                                                                                |                                                                                   |                                                                                     | 10                                                                                  |                                                                                     |                                                                                     |                                                                                     | 241                                                                                 |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                     | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 875                                                                               |                                                                                   |                                                                                   | 2395                                                                              |                                                                                   |                                                                                     | 1106                                                                                |                                                                                     |                                                                                     | 663                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 19.9                                                                              |                                                                                   |                                                                                   | 54.4                                                                              |                                                                                   |                                                                                     | 25.1                                                                                |                                                                                     |                                                                                     | 15.1                                                                                |                                                                                     |
| Peak Hour Factor           | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Heavy Vehicles (%)         | 1%                                                                                | 1%                                                                                | 0%                                                                                | 0%                                                                                | 2%                                                                                | 4%                                                                                | 2%                                                                                  | 1%                                                                                  | 0%                                                                                  | 0%                                                                                  | 3%                                                                                  | 2%                                                                                  |
| Adj. Flow (vph)            | 235                                                                               | 1073                                                                              | 403                                                                               | 31                                                                                | 836                                                                               | 91                                                                                | 340                                                                                 | 166                                                                                 | 38                                                                                  | 84                                                                                  | 139                                                                                 | 243                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 235                                                                               | 1073                                                                              | 403                                                                               | 31                                                                                | 927                                                                               | 0                                                                                 | 340                                                                                 | 204                                                                                 | 0                                                                                   | 84                                                                                  | 139                                                                                 | 243                                                                                 |
| 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)           |                                                                                   | 15                                                                                |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                     | 22                                                                                  |                                                                                     |                                                                                     | 10                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 36                                                                                |                                                                                   |                                                                                     | 36                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 1.04                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                              | 0.96                                                                              | 0.96                                                                              | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.09                                                                                | 1.00                                                                                | 1.09                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                   | 2                                                                                   |                                                                                     | 1                                                                                   | 2                                                                                   | 1                                                                                   |
| Detector Template          | Left                                                                              | Thru                                                                              | Right                                                                             | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                                | Thru                                                                                |                                                                                     | Left                                                                                | Thru                                                                                | Right                                                                               |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               | 20                                                                                | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                  | 100                                                                                 |                                                                                     | 20                                                                                  | 100                                                                                 | 20                                                                                  |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 | 20                                                                                | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                  | 6                                                                                   |                                                                                     | 20                                                                                  | 6                                                                                   | 20                                                                                  |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                               | Cl+Ex                                                                               |                                                                                     | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                     | 94                                                                                  |                                                                                     |                                                                                     | 94                                                                                  |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                     | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                |                                                                                   | Split                                                                               | NA                                                                                  |                                                                                     | Split                                                                               | NA                                                                                  | Perm                                                                                |

# 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6

## Lanes, Volumes, Timings

No Action

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Protected Phases        | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   |                                                                                     | 4                                                                                   | 4                                                                                   |                                                                                     |
| Permitted Phases        | 6                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 4                                                                                   |
| Detector Phase          | 1                                                                                 | 6                                                                                 | 6                                                                                 | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   |                                                                                     | 4                                                                                   | 4                                                                                   | 4                                                                                   |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 2.0                                                                               | 5.0                                                                               | 5.0                                                                               | 2.0                                                                               | 5.0                                                                               |                                                                                   | 2.0                                                                                | 2.0                                                                                 |                                                                                     | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |
| Minimum Split (s)       | 9.5                                                                               | 24.0                                                                              | 24.0                                                                              | 9.5                                                                               | 24.0                                                                              |                                                                                   | 48.0                                                                               | 48.0                                                                                |                                                                                     | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                |
| Total Split (s)         | 21.0                                                                              | 31.0                                                                              | 31.0                                                                              | 16.0                                                                              | 31.0                                                                              |                                                                                   | 24.0                                                                               | 24.0                                                                                |                                                                                     | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                |
| Total Split (%)         | 21.0%                                                                             | 31.0%                                                                             | 31.0%                                                                             | 16.0%                                                                             | 31.0%                                                                             |                                                                                   | 24.0%                                                                              | 24.0%                                                                               |                                                                                     | 24.0%                                                                               | 24.0%                                                                               | 24.0%                                                                               |
| Maximum Green (s)       | 15.0                                                                              | 25.0                                                                              | 25.0                                                                              | 10.0                                                                              | 25.0                                                                              |                                                                                   | 18.0                                                                               | 18.0                                                                                |                                                                                     | 18.0                                                                                | 18.0                                                                                | 18.0                                                                                |
| Yellow Time (s)         | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                | 5.0                                                                                 |                                                                                     | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |
| All-Red Time (s)        | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                                | 1.0                                                                                 |                                                                                     | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)     | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                                | 6.0                                                                                 |                                                                                     | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |
| Lead/Lag                | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                               | Lead                                                                                |                                                                                     | Lag                                                                                 | Lag                                                                                 | Lag                                                                                 |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                | 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                                                                                 | 3.0                                                                                 |
| Recall Mode             | None                                                                              | Min                                                                               | Min                                                                               | None                                                                              | Min                                                                               |                                                                                   | None                                                                               | None                                                                                |                                                                                     | None                                                                                | None                                                                                | None                                                                                |
| Walk Time (s)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 7.0                                                                                | 7.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Flash Dont Walk (s)     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 35.0                                                                               | 35.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Pedestrian Calls (#/hr) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Act Effct Green (s)     | 43.8                                                                              | 36.5                                                                              | 36.5                                                                              | 31.8                                                                              | 25.3                                                                              |                                                                                   | 14.7                                                                               | 14.7                                                                                |                                                                                     | 12.3                                                                                | 12.3                                                                                | 12.3                                                                                |
| Actuated g/C Ratio      | 0.49                                                                              | 0.41                                                                              | 0.41                                                                              | 0.36                                                                              | 0.28                                                                              |                                                                                   | 0.17                                                                               | 0.17                                                                                |                                                                                     | 0.14                                                                                | 0.14                                                                                | 0.14                                                                                |
| v/c Ratio               | 0.75                                                                              | 0.73                                                                              | 0.45                                                                              | 0.15                                                                              | 0.90                                                                              |                                                                                   | 0.62                                                                               | 0.68                                                                                |                                                                                     | 0.36                                                                                | 0.54                                                                                | 0.59                                                                                |
| Control Delay           | 34.9                                                                              | 29.1                                                                              | 4.4                                                                               | 16.4                                                                              | 45.2                                                                              |                                                                                   | 40.7                                                                               | 46.5                                                                                |                                                                                     | 40.4                                                                                | 45.0                                                                                | 11.5                                                                                |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay             | 34.9                                                                              | 29.1                                                                              | 4.4                                                                               | 16.4                                                                              | 45.2                                                                              |                                                                                   | 40.7                                                                               | 46.5                                                                                |                                                                                     | 40.4                                                                                | 45.0                                                                                | 11.5                                                                                |
| LOS                     | C                                                                                 | C                                                                                 | A                                                                                 | B                                                                                 | D                                                                                 |                                                                                   | D                                                                                  | D                                                                                   |                                                                                     | D                                                                                   | D                                                                                   | B                                                                                   |
| Approach Delay          |                                                                                   | 24.0                                                                              |                                                                                   |                                                                                   | 44.3                                                                              |                                                                                   |                                                                                    | 42.9                                                                                |                                                                                     |                                                                                     | 26.7                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | D                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Queue Length 50th (ft)  | 81                                                                                | 295                                                                               | 0                                                                                 | 9                                                                                 | 268                                                                               |                                                                                   | 92                                                                                 | 104                                                                                 |                                                                                     | 45                                                                                  | 76                                                                                  | 1                                                                                   |
| Queue Length 95th (ft)  | #200                                                                              | #477                                                                              | 65                                                                                | 27                                                                                | #457                                                                              |                                                                                   | 148                                                                                | 192                                                                                 |                                                                                     | 91                                                                                  | 139                                                                                 | 67                                                                                  |
| Internal Link Dist (ft) |                                                                                   | 795                                                                               |                                                                                   |                                                                                   | 2315                                                                              |                                                                                   |                                                                                    | 1026                                                                                |                                                                                     |                                                                                     | 583                                                                                 |                                                                                     |
| Turn Bay Length (ft)    | 415                                                                               |                                                                                   | 335                                                                               | 280                                                                               |                                                                                   |                                                                                   | 350                                                                                |                                                                                     |                                                                                     | 110                                                                                 |                                                                                     | 110                                                                                 |
| Base Capacity (vph)     | 363                                                                               | 1466                                                                              | 900                                                                               | 285                                                                               | 1030                                                                              |                                                                                   | 679                                                                                | 370                                                                                 |                                                                                     | 344                                                                                 | 377                                                                                 | 494                                                                                 |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Reduced v/c Ratio       | 0.65                                                                              | 0.73                                                                              | 0.45                                                                              | 0.11                                                                              | 0.90                                                                              |                                                                                   | 0.50                                                                               | 0.55                                                                                |                                                                                     | 0.24                                                                                | 0.37                                                                                | 0.49                                                                                |

### Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 89

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 32.4

Intersection LOS: C

Intersection Capacity Utilization 72.3%

ICU Level of Service C

Analysis Period (min) 15

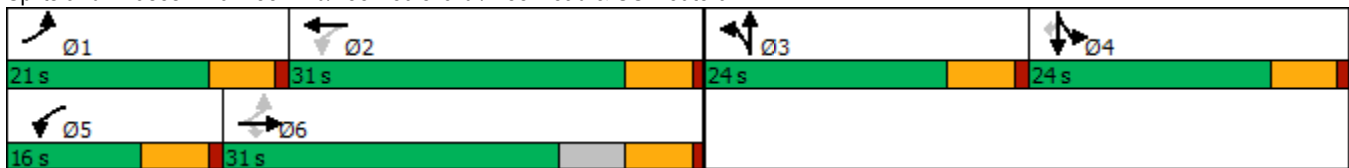
## 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6

### Lanes, Volumes, Timings

No Action

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

Splits and Phases: 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6



# 7: Lee Boulevard / Lee Road & E Main Street

## Lanes, Volumes, Timings

No Action

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)       | 0                                                                                 | 449                                                                               | 87                                                                                | 115                                                                               | 279                                                                               | 1                                                                                 | 24                                                                                 | 5                                                                                   | 207                                                                                 | 1                                                                                   | 2                                                                                   | 0                                                                                   |
| Future Volume (vph)        | 0                                                                                 | 449                                                                               | 87                                                                                | 115                                                                               | 279                                                                               | 1                                                                                 | 24                                                                                 | 5                                                                                   | 207                                                                                 | 1                                                                                   | 2                                                                                   | 0                                                                                   |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 12                                                                                | 10                                                                                | 10                                                                                | 10                                                                                | 10                                                                                | 12                                                                                | 16                                                                                 | 12                                                                                  | 16                                                                                  | 10                                                                                  | 10                                                                                  | 10                                                                                  |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                        |                                                                                   | 0.978                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 0.882                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Flt Protected              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.986                                                                             |                                                                                   |                                                                                    | 0.995                                                                               |                                                                                     |                                                                                     | 0.984                                                                               |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 1717                                                                              | 0                                                                                 | 0                                                                                 | 1681                                                                              | 0                                                                                 | 0                                                                                  | 1653                                                                                | 0                                                                                   | 0                                                                                   | 1745                                                                                | 0                                                                                   |
| Flt Permitted              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.986                                                                             |                                                                                   |                                                                                    | 0.995                                                                               |                                                                                     |                                                                                     | 0.984                                                                               |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 1717                                                                              | 0                                                                                 | 0                                                                                 | 1681                                                                              | 0                                                                                 | 0                                                                                  | 1653                                                                                | 0                                                                                   | 0                                                                                   | 1745                                                                                | 0                                                                                   |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 840                                                                               |                                                                                   |                                                                                   | 2070                                                                              |                                                                                   |                                                                                    | 663                                                                                 |                                                                                     |                                                                                     | 98                                                                                  |                                                                                     |
| Travel Time (s)            |                                                                                   | 19.1                                                                              |                                                                                   |                                                                                   | 47.0                                                                              |                                                                                   |                                                                                    | 15.1                                                                                |                                                                                     |                                                                                     | 2.2                                                                                 |                                                                                     |
| Peak Hour Factor           | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.88                                                                               | 0.88                                                                                | 0.88                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 1%                                                                                | 1%                                                                                | 4%                                                                                | 4%                                                                                | 0%                                                                                | 0%                                                                                 | 0%                                                                                  | 1%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Adj. Flow (vph)            | 0                                                                                 | 493                                                                               | 96                                                                                | 119                                                                               | 288                                                                               | 1                                                                                 | 27                                                                                 | 6                                                                                   | 235                                                                                 | 1                                                                                   | 2                                                                                   | 0                                                                                   |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 589                                                                               | 0                                                                                 | 0                                                                                 | 408                                                                               | 0                                                                                 | 0                                                                                  | 268                                                                                 | 0                                                                                   | 0                                                                                   | 3                                                                                   | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                 | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                               | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)           |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                    | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 1.00                                                                              | 1.09                                                                              | 1.09                                                                              | 1.09                                                                              | 1.09                                                                              | 1.00                                                                              | 0.85                                                                               | 1.00                                                                                | 0.85                                                                                | 1.09                                                                                | 1.09                                                                                | 1.09                                                                                |
| Turning Speed (mph)        | 60                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 60                                                                                | 15                                                                                 |                                                                                     | 9                                                                                   | 60                                                                                  |                                                                                     | 60                                                                                  |
| Sign Control               |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |

### Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 75.2% ICU Level of Service D

Analysis Period (min) 15

# 8: Hill Boulevard & US Route 6

## Lanes, Volumes, Timings

No Action

|                            |  |  |  |  |  |  |   |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (vph)       | 87                                                                                | 946                                                                               | 77                                                                                | 100                                                                               | 738                                                                               | 41                                                                                | 59                                                                                  | 101                                                                                 | 106                                                                                 | 38                                                                                  | 64                                                                                  | 104                                                                                 |
| Future Volume (vph)        | 87                                                                                | 946                                                                               | 77                                                                                | 100                                                                               | 738                                                                               | 41                                                                                | 59                                                                                  | 101                                                                                 | 106                                                                                 | 38                                                                                  | 64                                                                                  | 104                                                                                 |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 11                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 13                                                                                | 13                                                                                | 11                                                                                  | 11                                                                                  | 11                                                                                  | 11                                                                                  | 11                                                                                  | 11                                                                                  |
| Storage Length (ft)        | 280                                                                               |                                                                                   | 0                                                                                 | 400                                                                               |                                                                                   | 0                                                                                 | 85                                                                                  |                                                                                     | 0                                                                                   | 100                                                                                 |                                                                                     | 0                                                                                   |
| Storage Lanes              | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                   |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     | 0                                                                                   |
| Taper Length (ft)          | 80                                                                                |                                                                                   |                                                                                   | 140                                                                               |                                                                                   |                                                                                   | 80                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                        |                                                                                   | 0.989                                                                             |                                                                                   |                                                                                   | 0.992                                                                             |                                                                                   |                                                                                     |                                                                                     | 0.850                                                                               |                                                                                     | 0.907                                                                               |                                                                                     |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1745                                                                              | 3538                                                                              | 0                                                                                 | 1728                                                                              | 3666                                                                              | 0                                                                                 | 1711                                                                                | 1818                                                                                | 1546                                                                                | 1745                                                                                | 1641                                                                                | 0                                                                                   |
| Flt Permitted              | 0.218                                                                             |                                                                                   |                                                                                   | 0.120                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 400                                                                               | 3538                                                                              | 0                                                                                 | 218                                                                               | 3666                                                                              | 0                                                                                 | 1711                                                                                | 1818                                                                                | 1546                                                                                | 1745                                                                                | 1641                                                                                | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   | 9                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     |                                                                                     | 134                                                                                 |                                                                                     | 74                                                                                  |                                                                                     |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                     | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 2395                                                                              |                                                                                   |                                                                                   | 2100                                                                              |                                                                                   |                                                                                     | 540                                                                                 |                                                                                     |                                                                                     | 1483                                                                                |                                                                                     |
| Travel Time (s)            |                                                                                   | 54.4                                                                              |                                                                                   |                                                                                   | 47.7                                                                              |                                                                                   |                                                                                     | 12.3                                                                                |                                                                                     |                                                                                     | 33.7                                                                                |                                                                                     |
| Peak Hour Factor           | 0.84                                                                              | 0.84                                                                              | 0.84                                                                              | 0.87                                                                              | 0.87                                                                              | 0.87                                                                              | 0.79                                                                                | 0.79                                                                                | 0.79                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 1%                                                                                | 0%                                                                                | 1%                                                                                | 1%                                                                                | 0%                                                                                | 2%                                                                                  | 1%                                                                                  | 1%                                                                                  | 0%                                                                                  | 4%                                                                                  | 0%                                                                                  |
| Adj. Flow (vph)            | 104                                                                               | 1126                                                                              | 92                                                                                | 115                                                                               | 848                                                                               | 47                                                                                | 75                                                                                  | 128                                                                                 | 134                                                                                 | 41                                                                                  | 69                                                                                  | 112                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 104                                                                               | 1218                                                                              | 0                                                                                 | 115                                                                               | 895                                                                               | 0                                                                                 | 75                                                                                  | 128                                                                                 | 134                                                                                 | 41                                                                                  | 181                                                                                 | 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)           |                                                                                   | 15                                                                                |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                     | 14                                                                                  |                                                                                     |                                                                                     | 11                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 1.04                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                              | 0.96                                                                              | 0.96                                                                              | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   | 1                                                                                   | 2                                                                                   |                                                                                     |
| Detector Template          | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                                | Thru                                                                                | Right                                                                               | Left                                                                                | Thru                                                                                |                                                                                     |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                  | 100                                                                                 | 20                                                                                  | 20                                                                                  | 100                                                                                 |                                                                                     |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                  | 6                                                                                   | 20                                                                                  | 20                                                                                  | 6                                                                                   |                                                                                     |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               |                                                                                     |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                     | 94                                                                                  |                                                                                     |                                                                                     | 94                                                                                  |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                     | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                             | NA                                                                                |                                                                                   | Split                                                                               | NA                                                                                  | pm+ov                                                                               | Split                                                                               | NA                                                                                  |                                                                                     |

# 8: Hill Boulevard & US Route 6

## Lanes, Volumes, Timings

No Action

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Protected Phases        | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   | 5                                                                                   | 4                                                                                   | 4                                                                                   |                                                                                     |
| Permitted Phases        | 6                                                                                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     | 3                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Detector Phase          | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   | 5                                                                                   | 4                                                                                   | 4                                                                                   |                                                                                     |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 5.0                                                                               | 12.0                                                                              |                                                                                   | 5.0                                                                               | 12.0                                                                              |                                                                                   | 5.0                                                                                | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| Minimum Split (s)       | 11.0                                                                              | 18.0                                                                              |                                                                                   | 11.0                                                                              | 18.0                                                                              |                                                                                   | 11.0                                                                               | 11.0                                                                                | 11.0                                                                                | 41.0                                                                                | 41.0                                                                                |                                                                                     |
| Total Split (s)         | 16.0                                                                              | 36.0                                                                              |                                                                                   | 16.0                                                                              | 36.0                                                                              |                                                                                   | 21.0                                                                               | 21.0                                                                                | 16.0                                                                                | 21.0                                                                                | 21.0                                                                                |                                                                                     |
| Total Split (%)         | 17.0%                                                                             | 38.3%                                                                             |                                                                                   | 17.0%                                                                             | 38.3%                                                                             |                                                                                   | 22.3%                                                                              | 22.3%                                                                               | 17.0%                                                                               | 22.3%                                                                               | 22.3%                                                                               |                                                                                     |
| Maximum Green (s)       | 10.0                                                                              | 30.0                                                                              |                                                                                   | 10.0                                                                              | 30.0                                                                              |                                                                                   | 15.0                                                                               | 15.0                                                                                | 10.0                                                                                | 15.0                                                                                | 15.0                                                                                |                                                                                     |
| Yellow Time (s)         | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| All-Red Time (s)        | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                                | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 |                                                                                     |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Lost Time (s)     | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                                | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Lead/Lag                | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                               | Lead                                                                                | Lead                                                                                | Lag                                                                                 | Lag                                                                                 |                                                                                     |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |                                                                                     |
| Vehicle Extension (s)   | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                                | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |
| Recall Mode             | None                                                                              | Min                                                                               |                                                                                   | None                                                                              | Min                                                                               |                                                                                   | None                                                                               | None                                                                                | None                                                                                | None                                                                                | None                                                                                |                                                                                     |
| Walk Time (s)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |                                                                                     |
| Flash Dont Walk (s)     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 28.0                                                                                | 28.0                                                                                |                                                                                     |
| Pedestrian Calls (#/hr) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |
| Act Effct Green (s)     | 37.4                                                                              | 30.3                                                                              |                                                                                   | 39.8                                                                              | 33.4                                                                              |                                                                                   | 10.1                                                                               | 10.1                                                                                | 17.7                                                                                | 9.8                                                                                 | 9.8                                                                                 |                                                                                     |
| Actuated g/C Ratio      | 0.46                                                                              | 0.37                                                                              |                                                                                   | 0.48                                                                              | 0.41                                                                              |                                                                                   | 0.12                                                                               | 0.12                                                                                | 0.22                                                                                | 0.12                                                                                | 0.12                                                                                |                                                                                     |
| v/c Ratio               | 0.35                                                                              | 0.93                                                                              |                                                                                   | 0.47                                                                              | 0.60                                                                              |                                                                                   | 0.36                                                                               | 0.57                                                                                | 0.31                                                                                | 0.20                                                                                | 0.70                                                                                |                                                                                     |
| Control Delay           | 14.8                                                                              | 40.2                                                                              |                                                                                   | 19.1                                                                              | 23.7                                                                              |                                                                                   | 39.1                                                                               | 45.6                                                                                | 4.6                                                                                 | 35.8                                                                                | 35.9                                                                                |                                                                                     |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Delay             | 14.8                                                                              | 40.2                                                                              |                                                                                   | 19.1                                                                              | 23.7                                                                              |                                                                                   | 39.1                                                                               | 45.6                                                                                | 4.6                                                                                 | 35.8                                                                                | 35.9                                                                                |                                                                                     |
| LOS                     | B                                                                                 | D                                                                                 |                                                                                   | B                                                                                 | C                                                                                 |                                                                                   | D                                                                                  | D                                                                                   | A                                                                                   | D                                                                                   | D                                                                                   |                                                                                     |
| Approach Delay          |                                                                                   | 38.2                                                                              |                                                                                   |                                                                                   | 23.2                                                                              |                                                                                   |                                                                                    | 27.9                                                                                |                                                                                     |                                                                                     | 35.9                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Queue Length 50th (ft)  | 25                                                                                | 307                                                                               |                                                                                   | 27                                                                                | 193                                                                               |                                                                                   | 36                                                                                 | 63                                                                                  | 0                                                                                   | 19                                                                                  | 52                                                                                  |                                                                                     |
| Queue Length 95th (ft)  | 57                                                                                | #496                                                                              |                                                                                   | 67                                                                                | 307                                                                               |                                                                                   | 71                                                                                 | 109                                                                                 | 17                                                                                  | 51                                                                                  | 127                                                                                 |                                                                                     |
| Internal Link Dist (ft) |                                                                                   | 2315                                                                              |                                                                                   |                                                                                   | 2020                                                                              |                                                                                   |                                                                                    | 460                                                                                 |                                                                                     |                                                                                     | 1403                                                                                |                                                                                     |
| Turn Bay Length (ft)    | 280                                                                               |                                                                                   |                                                                                   | 400                                                                               |                                                                                   |                                                                                   | 85                                                                                 |                                                                                     |                                                                                     | 100                                                                                 |                                                                                     |                                                                                     |
| Base Capacity (vph)     | 362                                                                               | 1312                                                                              |                                                                                   | 295                                                                               | 1496                                                                              |                                                                                   | 316                                                                                | 335                                                                                 | 481                                                                                 | 322                                                                                 | 363                                                                                 |                                                                                     |
| 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       | 0.29                                                                              | 0.93                                                                              |                                                                                   | 0.39                                                                              | 0.60                                                                              |                                                                                   | 0.24                                                                               | 0.38                                                                                | 0.28                                                                                | 0.13                                                                                | 0.50                                                                                |                                                                                     |

### Intersection Summary

Area Type: Other

Cycle Length: 94

Actuated Cycle Length: 82.1

Natural Cycle: 105

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 31.6

Intersection LOS: C

Intersection Capacity Utilization 68.1%

ICU Level of Service C

Analysis Period (min) 15

## 8: Hill Boulevard & US Route 6

### Lanes, Volumes, Timings

No Action

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

Splits and Phases: 8: Hill Boulevard & US Route 6

|                                                                                      |                                                                                      |                                                                                      |                                                                                        |
|--------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
|  Ø1 |  Ø2 |  Ø3 |  Ø4 |
| 16 s                                                                                 | 36 s                                                                                 | 21 s                                                                                 | 21 s                                                                                   |
|  Ø5 |  Ø6 |                                                                                      |                                                                                        |
| 16 s                                                                                 | 36 s                                                                                 |                                                                                      |                                                                                        |



# 9: Hill Boulevard/Old Jefferson Valley Hill Road (W) & E Main Street

## Lanes, Volumes, Timings

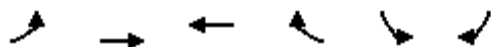
No Action

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                        | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                     |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)              | 0                                                                                 | 623                                                                               | 47                                                                                | 61                                                                                | 328                                                                               | 0                                                                                 | 27                                                                                  | 0                                                                                   | 126                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Future Volume (vph)               | 0                                                                                 | 623                                                                               | 47                                                                                | 61                                                                                | 328                                                                               | 0                                                                                 | 27                                                                                  | 0                                                                                   | 126                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)                   | 13                                                                                | 13                                                                                | 13                                                                                | 10                                                                                | 10                                                                                | 10                                                                                | 16                                                                                  | 16                                                                                  | 16                                                                                  | 12                                                                                  | 13                                                                                  | 12                                                                                  |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                               |                                                                                   | 0.991                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     | 0.889                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Flt Protected                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.992                                                                             |                                                                                   |                                                                                     | 0.991                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)                 | 0                                                                                 | 1925                                                                              | 0                                                                                 | 0                                                                                 | 1739                                                                              | 0                                                                                 | 0                                                                                   | 1884                                                                                | 0                                                                                   | 0                                                                                   | 1963                                                                                | 0                                                                                   |
| Flt Permitted                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.992                                                                             |                                                                                   |                                                                                     | 0.991                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)                 | 0                                                                                 | 1925                                                                              | 0                                                                                 | 0                                                                                 | 1739                                                                              | 0                                                                                 | 0                                                                                   | 1884                                                                                | 0                                                                                   | 0                                                                                   | 1963                                                                                | 0                                                                                   |
| Link Speed (mph)                  |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                     | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)                |                                                                                   | 2070                                                                              |                                                                                   |                                                                                   | 109                                                                               |                                                                                   |                                                                                     | 1483                                                                                |                                                                                     |                                                                                     | 74                                                                                  |                                                                                     |
| Travel Time (s)                   |                                                                                   | 47.0                                                                              |                                                                                   |                                                                                   | 2.5                                                                               |                                                                                   |                                                                                     | 33.7                                                                                |                                                                                     |                                                                                     | 1.7                                                                                 |                                                                                     |
| Peak Hour Factor                  | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Heavy Vehicles (%)                | 0%                                                                                | 1%                                                                                | 2%                                                                                | 2%                                                                                | 1%                                                                                | 0%                                                                                | 4%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Adj. Flow (vph)                   | 0                                                                                 | 656                                                                               | 49                                                                                | 69                                                                                | 373                                                                               | 0                                                                                 | 33                                                                                  | 0                                                                                   | 156                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Shared Lane Traffic (%)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)             | 0                                                                                 | 705                                                                               | 0                                                                                 | 0                                                                                 | 442                                                                               | 0                                                                                 | 0                                                                                   | 189                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Enter Blocked Intersection        | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment                    | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                                | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)                  |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Link Offset(ft)                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)               |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor                    | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 1.09                                                                              | 1.09                                                                              | 1.09                                                                              | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 1.00                                                                                | 0.96                                                                                | 1.00                                                                                |
| Turning Speed (mph)               | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                        | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:                     | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization | 75.5%                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|                                   | ICU Level of Service D                                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# 10: E Main Street & Old Jefferson Valley Hill Road (E)

## Lanes, Volumes, Timings

No Action



| Lane Group                              | EBL   | EBT  | WBT   | WBR                    | SBL  | SBR   |
|-----------------------------------------|-------|------|-------|------------------------|------|-------|
| Lane Configurations                     |       |      |       |                        |      |       |
| Traffic Volume (vph)                    | 0     | 749  | 389   | 2                      | 0    | 0     |
| Future Volume (vph)                     | 0     | 749  | 389   | 2                      | 0    | 0     |
| Ideal Flow (vphpl)                      | 1900  | 1900 | 1900  | 1900                   | 1900 | 1900  |
| Lane Util. Factor                       | 1.00  | 1.00 | 1.00  | 1.00                   | 1.00 | 1.00  |
| Frt                                     |       |      | 0.999 |                        |      |       |
| Flt Protected                           |       |      |       |                        |      |       |
| Satd. Flow (prot)                       | 0     | 1863 | 1861  | 0                      | 0    | 0     |
| Flt Permitted                           |       |      |       |                        |      |       |
| Satd. Flow (perm)                       | 0     | 1863 | 1861  | 0                      | 0    | 0     |
| Link Speed (mph)                        | 30    |      | 30    | 30                     |      |       |
| Link Distance (ft)                      | 109   |      | 517   | 116                    |      |       |
| Travel Time (s)                         | 2.5   |      | 11.8  | 2.6                    |      |       |
| Peak Hour Factor                        | 0.92  | 0.92 | 0.92  | 0.92                   | 0.92 | 0.92  |
| Adj. Flow (vph)                         | 0     | 814  | 423   | 2                      | 0    | 0     |
| Shared Lane Traffic (%)                 |       |      |       |                        |      |       |
| Lane Group Flow (vph)                   | 0     | 814  | 425   | 0                      | 0    | 0     |
| Enter Blocked Intersection              | No    | No   | No    | No                     | No   | No    |
| Lane Alignment                          | Left  | Left | Left  | Right                  | Left | Right |
| Median Width(ft)                        | 0     |      | 0     | 0                      |      |       |
| Link Offset(ft)                         | 0     |      | 0     | 0                      |      |       |
| Crosswalk Width(ft)                     | 16    |      | 16    | 16                     |      |       |
| Two way Left Turn Lane                  |       |      |       |                        |      |       |
| Headway Factor                          | 1.00  | 1.00 | 1.00  | 1.00                   | 1.00 | 1.00  |
| Turning Speed (mph)                     | 15    |      |       | 9                      | 15   | 9     |
| Sign Control                            | Free  |      | Free  | Stop                   |      |       |
| Intersection Summary                    |       |      |       |                        |      |       |
| Area Type:                              | Other |      |       |                        |      |       |
| Control Type: Unsignalized              |       |      |       |                        |      |       |
| Intersection Capacity Utilization 42.8% |       |      |       | ICU Level of Service A |      |       |
| Analysis Period (min) 15                |       |      |       |                        |      |       |

# 11: Old Jefferson Valley Hill Road (W) & Old Jefferson Valley Road/Old Jefferson Valley Hill Road (E) Lanes, Volumes, Timings

No Action

|                                        |       |       |      |                        |      |       |
|----------------------------------------|-------|-------|------|------------------------|------|-------|
|                                        | →     | ↘     | ↙    | ←                      | ↖    | ↗     |
| Lane Group                             | EBT   | EBR   | WBL  | WBT                    | NBL  | NBR   |
| Lane Configurations                    | ↰     |       |      | ↱                      | ↱    |       |
| Traffic Volume (vph)                   | 0     | 0     | 0    | 2                      | 0    | 0     |
| Future Volume (vph)                    | 0     | 0     | 0    | 2                      | 0    | 0     |
| Ideal Flow (vphpl)                     | 1900  | 1900  | 1900 | 1900                   | 1900 | 1900  |
| Lane Util. Factor                      | 1.00  | 1.00  | 1.00 | 1.00                   | 1.00 | 1.00  |
| Frt                                    |       |       |      |                        |      |       |
| Flt Protected                          |       |       |      |                        |      |       |
| Satd. Flow (prot)                      | 1863  | 0     | 0    | 1863                   | 1863 | 0     |
| Flt Permitted                          |       |       |      |                        |      |       |
| Satd. Flow (perm)                      | 1863  | 0     | 0    | 1863                   | 1863 | 0     |
| Link Speed (mph)                       | 30    |       |      | 30                     | 30   |       |
| Link Distance (ft)                     | 448   |       |      | 116                    | 74   |       |
| Travel Time (s)                        | 10.2  |       |      | 2.6                    | 1.7  |       |
| Peak Hour Factor                       | 0.92  | 0.92  | 0.92 | 0.92                   | 0.92 | 0.92  |
| Adj. Flow (vph)                        | 0     | 0     | 0    | 2                      | 0    | 0     |
| Shared Lane Traffic (%)                |       |       |      |                        |      |       |
| Lane Group Flow (vph)                  | 0     | 0     | 0    | 2                      | 0    | 0     |
| Enter Blocked Intersection             | No    | No    | No   | No                     | No   | No    |
| Lane Alignment                         | Left  | Right | Left | Left                   | Left | Right |
| Median Width(ft)                       | 0     |       |      | 0                      | 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  |
| Turning Speed (mph)                    |       | 9     | 15   |                        | 15   | 9     |
| Sign Control                           | Free  |       |      | Free                   | Free |       |
| Intersection Summary                   |       |       |      |                        |      |       |
| Area Type:                             | Other |       |      |                        |      |       |
| Control Type: Unsignalized             |       |       |      |                        |      |       |
| Intersection Capacity Utilization 6.7% |       |       |      | ICU Level of Service A |      |       |
| Analysis Period (min) 15               |       |       |      |                        |      |       |

4: E Main Street & US Route 6  
HCM 6th TWSC

No Action

| Intersection               |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |                                |        |                                                                                     |      |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|--------------------------------|--------|-------------------------------------------------------------------------------------|------|
| Int Delay, s/veh           | 22.9                                                                              |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |                                |        |                                                                                     |      |
| Movement                   | EBL                                                                               | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | WBR  | NBL    | NBT                                                                               | NBR                            | SBL    | SBT                                                                                 | SBR  |
| Lane Configurations        |  |  |      |  |  |      |        |  |                                |        |  |      |
| Traffic Vol, veh/h         | 556                                                                               | 1564                                                                              | 24   | 5                                                                                 | 1306                                                                              | 14   | 21     | 0                                                                                 | 26                             | 2      | 0                                                                                   | 325  |
| Future Vol, veh/h          | 556                                                                               | 1564                                                                              | 24   | 5                                                                                 | 1306                                                                              | 14   | 21     | 0                                                                                 | 26                             | 2      | 0                                                                                   | 325  |
| Conflicting Peds, #/hr     | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0      | 0                                                                                 | 0                              | 0      | 0                                                                                   | 0    |
| Sign Control               | Free                                                                              | Free                                                                              | Free | Free                                                                              | Free                                                                              | Free | Stop   | Stop                                                                              | Stop                           | Stop   | Stop                                                                                | Stop |
| RT Channelized             | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None | -      | -                                                                                 | None                           | -      | -                                                                                   | None |
| Storage Length             | 150                                                                               | -                                                                                 | -    | 140                                                                               | -                                                                                 | -    | -      | -                                                                                 | -                              | -      | -                                                                                   | -    |
| Veh in Median Storage, #   | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -      | 0                                                                                 | -                              | -      | 0                                                                                   | -    |
| Grade, %                   | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -      | 0                                                                                 | -                              | -      | 0                                                                                   | -    |
| Peak Hour Factor           | 94                                                                                | 94                                                                                | 94   | 91                                                                                | 91                                                                                | 91   | 72     | 72                                                                                | 72                             | 91     | 91                                                                                  | 91   |
| Heavy Vehicles, %          | 1                                                                                 | 1                                                                                 | 0    | 0                                                                                 | 2                                                                                 | 21   | 0      | 0                                                                                 | 0                              | 50     | 0                                                                                   | 4    |
| Mvmt Flow                  | 591                                                                               | 1664                                                                              | 26   | 5                                                                                 | 1435                                                                              | 15   | 29     | 0                                                                                 | 36                             | 2      | 0                                                                                   | 357  |
|                            |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |                                |        |                                                                                     |      |
| Major/Minor                | Major1                                                                            |                                                                                   |      | Major2                                                                            |                                                                                   |      | Minor1 |                                                                                   |                                | Minor2 |                                                                                     |      |
| Conflicting Flow All       | 1450                                                                              | 0                                                                                 | 0    | 1690                                                                              | 0                                                                                 | 0    | 3587   | 4319                                                                              | 845                            | 3467   | 4325                                                                                | 725  |
| Stage 1                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 2859   | 2859                                                                              | -                              | 1453   | 1453                                                                                | -    |
| Stage 2                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 728    | 1460                                                                              | -                              | 2014   | 2872                                                                                | -    |
| Critical Hdwy              | 4.12                                                                              | -                                                                                 | -    | 4.1                                                                               | -                                                                                 | -    | 7.5    | 6.5                                                                               | 6.9                            | 8.5    | 6.5                                                                                 | 6.98 |
| Critical Hdwy Stg 1        | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 6.5    | 5.5                                                                               | -                              | 7.5    | 5.5                                                                                 | -    |
| Critical Hdwy Stg 2        | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 6.5    | 5.5                                                                               | -                              | 7.5    | 5.5                                                                                 | -    |
| Follow-up Hdwy             | 2.21                                                                              | -                                                                                 | -    | 2.2                                                                               | -                                                                                 | -    | 3.5    | 4                                                                                 | 3.3                            | 4      | 4                                                                                   | 3.34 |
| Pot Cap-1 Maneuver         | ~ 468                                                                             | -                                                                                 | -    | 383                                                                               | -                                                                                 | -    | ~ 2    | 2                                                                                 | 310                            | ~ 1    | 2                                                                                   | 363  |
| Stage 1                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | ~ 17   | 38                                                                                | -                              | 88     | 197                                                                                 | -    |
| Stage 2                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 386    | 196                                                                               | -                              | 34     | 37                                                                                  | -    |
| Platoon blocked, %         |                                                                                   | -                                                                                 | -    |                                                                                   | -                                                                                 | -    |        |                                                                                   |                                |        |                                                                                     |      |
| Mov Cap-1 Maneuver         | ~ 468                                                                             | -                                                                                 | -    | 383                                                                               | -                                                                                 | -    | -      | 0                                                                                 | 310                            | -      | 0                                                                                   | 363  |
| Mov Cap-2 Maneuver         | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | 0                                                                                 | -                              | -      | 0                                                                                   | -    |
| Stage 1                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | ~ 17   | 0                                                                                 | -                              | 88     | 194                                                                                 | -    |
| Stage 2                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | ~ 6    | 193                                                                               | -                              | -      | 0                                                                                   | -    |
|                            |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |                                |        |                                                                                     |      |
| Approach                   | EB                                                                                |                                                                                   |      | WB                                                                                |                                                                                   |      | NB     |                                                                                   |                                | SB     |                                                                                     |      |
| HCM Control Delay, s       | 41.7                                                                              |                                                                                   |      | 0.1                                                                               |                                                                                   |      |        |                                                                                   |                                |        |                                                                                     |      |
| HCM LOS                    |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      | -      |                                                                                   |                                | -      |                                                                                     |      |
|                            |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |                                |        |                                                                                     |      |
| Minor Lane/Major Mvmt      | NBLn1                                                                             | EBL                                                                               | EBT  | EBR                                                                               | WBL                                                                               | WBT  | WBR    | SBLn1                                                                             |                                |        |                                                                                     |      |
| Capacity (veh/h)           |                                                                                   | ~ 468                                                                             | -    | -                                                                                 | 383                                                                               | -    | -      | -                                                                                 |                                |        |                                                                                     |      |
| HCM Lane V/C Ratio         |                                                                                   | 1.264                                                                             | -    | -                                                                                 | 0.014                                                                             | -    | -      | -                                                                                 |                                |        |                                                                                     |      |
| HCM Control Delay (s)      |                                                                                   | 160.9                                                                             | -    | -                                                                                 | 14.5                                                                              | -    | -      | -                                                                                 |                                |        |                                                                                     |      |
| HCM Lane LOS               |                                                                                   | F                                                                                 | -    | -                                                                                 | B                                                                                 | -    | -      | -                                                                                 |                                |        |                                                                                     |      |
| HCM 95th %tile Q(veh)      |                                                                                   | 24.5                                                                              | -    | -                                                                                 | 0                                                                                 | -    | -      | -                                                                                 |                                |        |                                                                                     |      |
| Notes                      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |                                |        |                                                                                     |      |
| ~: Volume exceeds capacity |                                                                                   | \$: Delay exceeds 300s                                                            |      |                                                                                   | +: Computation Not Defined                                                        |      |        |                                                                                   | *: All major volume in platoon |        |                                                                                     |      |

5: E Main Street & Old Rt 6  
HCM 6th TWSC

No Action

| Intersection             |                                                                                   |      |        |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.4                                                                               |      |        |                                                                                   |                                                                                   |      |
| Movement                 | EBT                                                                               | EBR  | WBL    | WBT                                                                               | NBL                                                                               | NBR  |
| Lane Configurations      |  |      |        |  |  |      |
| Traffic Vol, veh/h       | 3                                                                                 | 4    | 323    | 4                                                                                 | 4                                                                                 | 566  |
| Future Vol, veh/h        | 3                                                                                 | 4    | 323    | 4                                                                                 | 4                                                                                 | 566  |
| 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         | 44                                                                                | 44   | 94     | 94                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 33                                                                                | 0    | 4      | 0                                                                                 | 25                                                                                | 2    |
| Mvmt Flow                | 7                                                                                 | 9    | 344    | 4                                                                                 | 4                                                                                 | 615  |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |      |
| Major/Minor              | Minor2                                                                            |      | Major2 |                                                                                   |                                                                                   |      |
| Conflicting Flow All     | 692                                                                               | 4    | 0      | 0                                                                                 |                                                                                   |      |
| Stage 1                  | 692                                                                               | -    | -      | -                                                                                 |                                                                                   |      |
| Stage 2                  | 0                                                                                 | -    | -      | -                                                                                 |                                                                                   |      |
| Critical Hdwy            | 6.83                                                                              | 6.2  | 4.14   | -                                                                                 |                                                                                   |      |
| Critical Hdwy Stg 1      | 5.83                                                                              | -    | -      | -                                                                                 |                                                                                   |      |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -      | -                                                                                 |                                                                                   |      |
| Follow-up Hdwy           | 4.297                                                                             | 3.3  | 2.236  | -                                                                                 |                                                                                   |      |
| Pot Cap-1 Maneuver       | 331                                                                               | 1085 | -      | -                                                                                 |                                                                                   |      |
| Stage 1                  | 401                                                                               | -    | -      | -                                                                                 |                                                                                   |      |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 |                                                                                   |      |
| Platoon blocked, %       |                                                                                   |      |        |                                                                                   |                                                                                   |      |
| Mov Cap-1 Maneuver       | 0                                                                                 | 1085 | -      | -                                                                                 |                                                                                   |      |
| Mov Cap-2 Maneuver       | 0                                                                                 | -    | -      | -                                                                                 |                                                                                   |      |
| Stage 1                  | 0                                                                                 | -    | -      | -                                                                                 |                                                                                   |      |
| Stage 2                  | 0                                                                                 | -    | -      | -                                                                                 |                                                                                   |      |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |      |
| Approach                 | EB                                                                                |      | WB     |                                                                                   |                                                                                   |      |
| HCM Control Delay, s     | 8.4                                                                               |      |        |                                                                                   |                                                                                   |      |
| HCM LOS                  | A                                                                                 |      |        |                                                                                   |                                                                                   |      |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | EBLn1                                                                             | WBL  | WBT    |                                                                                   |                                                                                   |      |
| Capacity (veh/h)         | 1085                                                                              | -    | -      |                                                                                   |                                                                                   |      |
| HCM Lane V/C Ratio       | 0.015                                                                             | -    | -      |                                                                                   |                                                                                   |      |
| HCM Control Delay (s)    | 8.4                                                                               | -    | -      |                                                                                   |                                                                                   |      |
| HCM Lane LOS             | A                                                                                 | -    | -      |                                                                                   |                                                                                   |      |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -    | -      |                                                                                   |                                                                                   |      |

7: Lee Boulevard / Lee Road & E Main Street  
HCM 6th TWSC

No Action

| Intersection             |        |      |      |        |       |      |        |       |       |        |      |      |
|--------------------------|--------|------|------|--------|-------|------|--------|-------|-------|--------|------|------|
| Int Delay, s/veh         | 6.4    |      |      |        |       |      |        |       |       |        |      |      |
| Movement                 | EBL    | EBT  | EBR  | WBL    | WBT   | WBR  | NBL    | NBT   | NBR   | SBL    | SBT  | SBR  |
| Lane Configurations      |        | ↕    |      |        | ↕     |      |        | ↕     |       |        | ↕    |      |
| Traffic Vol, veh/h       | 0      | 449  | 87   | 115    | 279   | 1    | 24     | 5     | 207   | 1      | 2    | 0    |
| Future Vol, veh/h        | 0      | 449  | 87   | 115    | 279   | 1    | 24     | 5     | 207   | 1      | 2    | 0    |
| Conflicting Peds, #/hr   | 0      | 0    | 0    | 0      | 0     | 0    | 0      | 0     | 0     | 0      | 0    | 0    |
| Sign Control             | Free   | Free | Free | Free   | Free  | Free | Stop   | Stop  | Stop  | Stop   | Stop | Stop |
| RT Channelized           | -      | -    | None | -      | -     | None | -      | -     | None  | -      | -    | None |
| Storage Length           | -      | -    | -    | -      | -     | -    | -      | -     | -     | -      | -    | -    |
| Veh in Median Storage, # | -      | 0    | -    | -      | 0     | -    | -      | 0     | -     | -      | 0    | -    |
| Grade, %                 | -      | 0    | -    | -      | 0     | -    | -      | 0     | -     | -      | 0    | -    |
| Peak Hour Factor         | 91     | 91   | 91   | 97     | 97    | 97   | 88     | 88    | 88    | 92     | 92   | 92   |
| Heavy Vehicles, %        | 0      | 1    | 1    | 4      | 4     | 0    | 0      | 0     | 1     | 0      | 0    | 0    |
| Mvmt Flow                | 0      | 493  | 96   | 119    | 288   | 1    | 27     | 6     | 235   | 1      | 2    | 0    |
|                          |        |      |      |        |       |      |        |       |       |        |      |      |
| Major/Minor              | Major1 |      |      | Major2 |       |      | Minor1 |       |       | Minor2 |      |      |
| Conflicting Flow All     | 289    | 0    | 0    | 589    | 0     | 0    | 1069   | 1068  | 541   | 1189   | 1116 | 289  |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 541    | 541   | -     | 527    | 527  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 528    | 527   | -     | 662    | 589  | -    |
| Critical Hdwy            | 4.1    | -    | -    | 4.14   | -     | -    | 7.1    | 6.5   | 6.21  | 7.1    | 6.5  | 6.2  |
| Critical Hdwy Stg 1      | -      | -    | -    | -      | -     | -    | 6.1    | 5.5   | -     | 6.1    | 5.5  | -    |
| Critical Hdwy Stg 2      | -      | -    | -    | -      | -     | -    | 6.1    | 5.5   | -     | 6.1    | 5.5  | -    |
| Follow-up Hdwy           | 2.2    | -    | -    | 2.236  | -     | -    | 3.5    | 4     | 3.309 | 3.5    | 4    | 3.3  |
| Pot Cap-1 Maneuver       | 1284   | -    | -    | 977    | -     | -    | 201    | 223   | 543   | 166    | 209  | 755  |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 529    | 524   | -     | 538    | 532  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 538    | 532   | -     | 454    | 499  | -    |
| Platoon blocked, %       |        | -    | -    |        | -     | -    |        |       |       |        |      |      |
| Mov Cap-1 Maneuver       | 1284   | -    | -    | 977    | -     | -    | 177    | 191   | 543   | 82     | 179  | 755  |
| Mov Cap-2 Maneuver       | -      | -    | -    | -      | -     | -    | 177    | 191   | -     | 82     | 179  | -    |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 529    | 524   | -     | 538    | 455  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 458    | 455   | -     | 255    | 499  | -    |
|                          |        |      |      |        |       |      |        |       |       |        |      |      |
|                          |        |      |      |        |       |      |        |       |       |        |      |      |
| Approach                 | EB     |      |      | WB     |       |      | NB     |       |       | SB     |      |      |
| HCM Control Delay, s     | 0      |      |      | 2.7    |       |      | 25.7   |       |       | 33.9   |      |      |
| HCM LOS                  |        |      |      |        |       |      | D      |       |       | D      |      |      |
|                          |        |      |      |        |       |      |        |       |       |        |      |      |
|                          |        |      |      |        |       |      |        |       |       |        |      |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBL  | EBT  | EBR    | WBL   | WBT  | WBR    | SBLn1 |       |        |      |      |
| Capacity (veh/h)         | 435    | 1284 | -    | -      | 977   | -    | -      | 128   |       |        |      |      |
| HCM Lane V/C Ratio       | 0.617  | -    | -    | -      | 0.121 | -    | -      | 0.025 |       |        |      |      |
| HCM Control Delay (s)    | 25.7   | 0    | -    | -      | 9.2   | 0    | -      | 33.9  |       |        |      |      |
| HCM Lane LOS             | D      | A    | -    | -      | A     | A    | -      | D     |       |        |      |      |
| HCM 95th %tile Q(veh)    | 4      | 0    | -    | -      | 0.4   | -    | -      | 0.1   |       |        |      |      |

9: Hill Boulevard/Old Jefferson Valley Hill Road (W) & E Main Street  
HCM 6th TWSC

No Action

| Intersection             |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |      |
|--------------------------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-------------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 4.6    |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |      |
| Movement                 | EBL    | EBT                                                                               | EBR  | WBL    | WBT                                                                               | WBR  | NBL    | NBT                                                                               | NBR  | SBL    | SBT                                                                                 | SBR  |
| Lane Configurations      |        |  |      |        |  |      |        |  |      |        |  |      |
| Traffic Vol, veh/h       | 0      | 623                                                                               | 47   | 61     | 328                                                                               | 0    | 27     | 0                                                                                 | 126  | 0      | 0                                                                                   | 0    |
| Future Vol, veh/h        | 0      | 623                                                                               | 47   | 61     | 328                                                                               | 0    | 27     | 0                                                                                 | 126  | 0      | 0                                                                                   | 0    |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                   | 0    |
| Sign Control             | Free   | Free                                                                              | Free | Free   | Free                                                                              | Free | Stop   | Stop                                                                              | Stop | Stop   | Stop                                                                                | Stop |
| RT Channelized           | -      | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                   | None |
| Storage Length           | -      | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                   | -    |
| Veh in Median Storage, # | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                   | -    |
| Grade, %                 | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                   | -    |
| Peak Hour Factor         | 95     | 95                                                                                | 95   | 88     | 88                                                                                | 88   | 81     | 81                                                                                | 81   | 92     | 92                                                                                  | 92   |
| Heavy Vehicles, %        | 0      | 1                                                                                 | 2    | 2      | 1                                                                                 | 0    | 4      | 0                                                                                 | 0    | 0      | 0                                                                                   | 0    |
| Mvmt Flow                | 0      | 656                                                                               | 49   | 69     | 373                                                                               | 0    | 33     | 0                                                                                 | 156  | 0      | 0                                                                                   | 0    |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |      |
| Major/Minor              | Major1 |                                                                                   |      | Major2 |                                                                                   |      | Minor1 |                                                                                   |      | Minor2 |                                                                                     |      |
| Conflicting Flow All     | 373    | 0                                                                                 | 0    | 705    | 0                                                                                 | 0    | 1192   | 1192                                                                              | 681  | 1270   | 1216                                                                                | 373  |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 681    | 681                                                                               | -    | 511    | 511                                                                                 | -    |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 511    | 511                                                                               | -    | 759    | 705                                                                                 | -    |
| Critical Hdwy            | 4.1    | -                                                                                 | -    | 4.12   | -                                                                                 | -    | 7.14   | 6.5                                                                               | 6.2  | 7.1    | 6.5                                                                                 | 6.2  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.14   | 5.5                                                                               | -    | 6.1    | 5.5                                                                                 | -    |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.14   | 5.5                                                                               | -    | 6.1    | 5.5                                                                                 | -    |
| Follow-up Hdwy           | 2.2    | -                                                                                 | -    | 2.218  | -                                                                                 | -    | 3.536  | 4                                                                                 | 3.3  | 3.5    | 4                                                                                   | 3.3  |
| Pot Cap-1 Maneuver       | 1197   | -                                                                                 | -    | 893    | -                                                                                 | -    | 162    | 189                                                                               | 454  | 146    | 183                                                                                 | 678  |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 437    | 453                                                                               | -    | 549    | 540                                                                                 | -    |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 542    | 540                                                                               | -    | 402    | 442                                                                                 | -    |
| Platoon blocked, %       |        | -                                                                                 | -    |        | -                                                                                 | -    |        |                                                                                   |      |        |                                                                                     |      |
| Mov Cap-1 Maneuver       | 1197   | -                                                                                 | -    | 893    | -                                                                                 | -    | 150    | 171                                                                               | 454  | 89     | 165                                                                                 | 678  |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 150    | 171                                                                               | -    | 89     | 165                                                                                 | -    |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 437    | 453                                                                               | -    | 549    | 488                                                                                 | -    |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 489    | 488                                                                               | -    | 264    | 442                                                                                 | -    |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |      |
| Approach                 | EB     |                                                                                   |      | WB     |                                                                                   |      | NB     |                                                                                   |      | SB     |                                                                                     |      |
| HCM Control Delay, s     | 0      |                                                                                   |      | 1.5    |                                                                                   |      | 28.9   |                                                                                   |      | 0      |                                                                                     |      |
| HCM LOS                  |        |                                                                                   |      |        |                                                                                   |      | D      |                                                                                   |      | A      |                                                                                     |      |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBL                                                                               | EBT  | EBR    | WBL                                                                               | WBT  | WBR    | SBLn1                                                                             |      |        |                                                                                     |      |
| Capacity (veh/h)         | 334    | 1197                                                                              | -    | -      | 893                                                                               | -    | -      | -                                                                                 |      |        |                                                                                     |      |
| HCM Lane V/C Ratio       | 0.566  | -                                                                                 | -    | -      | 0.078                                                                             | -    | -      | -                                                                                 |      |        |                                                                                     |      |
| HCM Control Delay (s)    | 28.9   | 0                                                                                 | -    | -      | 9.4                                                                               | 0    | -      | 0                                                                                 |      |        |                                                                                     |      |
| HCM Lane LOS             | D      | A                                                                                 | -    | -      | A                                                                                 | A    | -      | A                                                                                 |      |        |                                                                                     |      |
| HCM 95th %tile Q(veh)    | 3.3    | 0                                                                                 | -    | -      | 0.3                                                                               | -    | -      | -                                                                                 |      |        |                                                                                     |      |





1: Barger Street & US Route 6  
Lanes, Volumes, Timings

No Action

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |                                                                                   |  |  |                                                                                   |                                                                                    |  |  |  |  |                                                                                     |
| Traffic Volume (vph)       | 46                                                                                | 1190                                                                              | 96                                                                                | 232                                                                               | 1113                                                                              | 46                                                                                | 161                                                                                | 45                                                                                  | 255                                                                                 | 43                                                                                  | 28                                                                                  | 25                                                                                  |
| Future Volume (vph)        | 46                                                                                | 1190                                                                              | 96                                                                                | 232                                                                               | 1113                                                                              | 46                                                                                | 161                                                                                | 45                                                                                  | 255                                                                                 | 43                                                                                  | 28                                                                                  | 25                                                                                  |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 11                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 11                                                                                 | 11                                                                                  | 12                                                                                  | 10                                                                                  | 10                                                                                  | 10                                                                                  |
| Storage Length (ft)        | 200                                                                               |                                                                                   | 0                                                                                 | 335                                                                               |                                                                                   | 0                                                                                 | 0                                                                                  |                                                                                     | 100                                                                                 | 105                                                                                 |                                                                                     | 0                                                                                   |
| Storage Lanes              | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                  |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     | 0                                                                                   |
| Taper Length (ft)          | 150                                                                               |                                                                                   |                                                                                   | 210                                                                               |                                                                                   |                                                                                   | 25                                                                                 |                                                                                     |                                                                                     | 120                                                                                 |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                        |                                                                                   | 0.989                                                                             |                                                                                   |                                                                                   | 0.994                                                                             |                                                                                   |                                                                                    |                                                                                     | 0.850                                                                               |                                                                                     | 0.930                                                                               |                                                                                     |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                    | 0.962                                                                               |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1745                                                                              | 3532                                                                              | 0                                                                                 | 1787                                                                              | 3551                                                                              | 0                                                                                 | 0                                                                                  | 1767                                                                                | 1583                                                                                | 1652                                                                                | 1586                                                                                | 0                                                                                   |
| Flt Permitted              | 0.107                                                                             |                                                                                   |                                                                                   | 0.092                                                                             |                                                                                   |                                                                                   |                                                                                    | 0.734                                                                               |                                                                                     | 0.458                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 197                                                                               | 3532                                                                              | 0                                                                                 | 173                                                                               | 3551                                                                              | 0                                                                                 | 0                                                                                  | 1348                                                                                | 1583                                                                                | 796                                                                                 | 1586                                                                                | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                    |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   | 11                                                                                |                                                                                   |                                                                                   | 5                                                                                 |                                                                                   |                                                                                    |                                                                                     | 300                                                                                 |                                                                                     | 27                                                                                  |                                                                                     |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 1131                                                                              |                                                                                   |                                                                                   | 642                                                                               |                                                                                   |                                                                                    | 494                                                                                 |                                                                                     |                                                                                     | 419                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 25.7                                                                              |                                                                                   |                                                                                   | 14.6                                                                              |                                                                                   |                                                                                    | 11.2                                                                                |                                                                                     |                                                                                     | 9.5                                                                                 |                                                                                     |
| Peak Hour Factor           | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.85                                                                               | 0.85                                                                                | 0.85                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 1%                                                                                | 2%                                                                                | 1%                                                                                | 1%                                                                                | 2%                                                                                | 0%                                                                                 | 0%                                                                                  | 2%                                                                                  | 2%                                                                                  | 4%                                                                                  | 4%                                                                                  |
| Adj. Flow (vph)            | 48                                                                                | 1253                                                                              | 101                                                                               | 247                                                                               | 1184                                                                              | 49                                                                                | 189                                                                                | 53                                                                                  | 300                                                                                 | 47                                                                                  | 31                                                                                  | 27                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 48                                                                                | 1354                                                                              | 0                                                                                 | 247                                                                               | 1233                                                                              | 0                                                                                 | 0                                                                                  | 242                                                                                 | 300                                                                                 | 47                                                                                  | 58                                                                                  | 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                                                                                |                                                                                   |                                                                                   | 18                                                                                |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 10                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                    | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 1.04                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                               | 1.04                                                                                | 1.00                                                                                | 1.09                                                                                | 1.09                                                                                | 1.09                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                 |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                  | 2                                                                                   | 1                                                                                   | 1                                                                                   | 2                                                                                   |                                                                                     |
| Detector Template          | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                               | Thru                                                                                | Right                                                                               | Left                                                                                | Thru                                                                                |                                                                                     |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                 | 100                                                                                 | 20                                                                                  | 20                                                                                  | 100                                                                                 |                                                                                     |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                 | 6                                                                                   | 20                                                                                  | 20                                                                                  | 6                                                                                   |                                                                                     |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                              | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               |                                                                                     |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                    | 94                                                                                  |                                                                                     |                                                                                     | 94                                                                                  |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                    | 6                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                    | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                             | NA                                                                                |                                                                                   | Perm                                                                               | NA                                                                                  | Perm                                                                                | Perm                                                                                | NA                                                                                  |                                                                                     |

# 1: Barger Street & US Route 6

## Lanes, Volumes, Timings

No Action

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Protected Phases        | 2                                                                                 | 5                                                                                 |                                                                                   | 6                                                                                 | 1                                                                                 |                                                                                   |                                                                                    | 3                                                                                   |                                                                                     |                                                                                     | 3                                                                                   |                                                                                     |
| Permitted Phases        | 5                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 3                                                                                  |                                                                                     | 3                                                                                   | 3                                                                                   |                                                                                     |                                                                                     |
| Detector Phase          | 2                                                                                 | 5                                                                                 |                                                                                   | 6                                                                                 | 1                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   |                                                                                     |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 6.0                                                                               | 5.0                                                                               |                                                                                   | 6.0                                                                               | 5.0                                                                               |                                                                                   | 6.0                                                                                | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Minimum Split (s)       | 12.0                                                                              | 11.0                                                                              |                                                                                   | 12.0                                                                              | 11.0                                                                              |                                                                                   | 12.0                                                                               | 12.0                                                                                | 12.0                                                                                | 12.0                                                                                | 12.0                                                                                |                                                                                     |
| Total Split (s)         | 20.0                                                                              | 40.0                                                                              |                                                                                   | 20.0                                                                              | 40.0                                                                              |                                                                                   | 30.0                                                                               | 30.0                                                                                | 30.0                                                                                | 30.0                                                                                | 30.0                                                                                |                                                                                     |
| Total Split (%)         | 22.2%                                                                             | 44.4%                                                                             |                                                                                   | 22.2%                                                                             | 44.4%                                                                             |                                                                                   | 33.3%                                                                              | 33.3%                                                                               | 33.3%                                                                               | 33.3%                                                                               | 33.3%                                                                               |                                                                                     |
| Maximum Green (s)       | 14.0                                                                              | 34.0                                                                              |                                                                                   | 14.0                                                                              | 34.0                                                                              |                                                                                   | 24.0                                                                               | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                |                                                                                     |
| Yellow Time (s)         | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| All-Red Time (s)        | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                                | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 |                                                                                     |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Lost Time (s)     | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                    | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Lead/Lag                | Lag                                                                               | Lead                                                                              |                                                                                   | Lag                                                                               | Lead                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                               | Yes                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Vehicle Extension (s)   | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                                | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |
| Recall Mode             | None                                                                              | C-Min                                                                             |                                                                                   | None                                                                              | C-Min                                                                             |                                                                                   | None                                                                               | None                                                                                | None                                                                                | None                                                                                | None                                                                                |                                                                                     |
| Act Effct Green (s)     | 48.5                                                                              | 40.1                                                                              |                                                                                   | 54.6                                                                              | 46.5                                                                              |                                                                                   |                                                                                    | 19.8                                                                                | 19.8                                                                                | 19.8                                                                                | 19.8                                                                                |                                                                                     |
| Actuated g/C Ratio      | 0.54                                                                              | 0.45                                                                              |                                                                                   | 0.61                                                                              | 0.52                                                                              |                                                                                   |                                                                                    | 0.22                                                                                | 0.22                                                                                | 0.22                                                                                | 0.22                                                                                |                                                                                     |
| v/c Ratio               | 0.17                                                                              | 0.86                                                                              |                                                                                   | 0.77                                                                              | 0.67                                                                              |                                                                                   |                                                                                    | 0.82                                                                                | 0.52                                                                                | 0.27                                                                                | 0.16                                                                                |                                                                                     |
| Control Delay           | 14.0                                                                              | 31.2                                                                              |                                                                                   | 38.6                                                                              | 21.6                                                                              |                                                                                   |                                                                                    | 54.7                                                                                | 6.8                                                                                 | 31.4                                                                                | 17.2                                                                                |                                                                                     |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Delay             | 14.0                                                                              | 31.2                                                                              |                                                                                   | 38.6                                                                              | 21.6                                                                              |                                                                                   |                                                                                    | 54.7                                                                                | 6.8                                                                                 | 31.4                                                                                | 17.2                                                                                |                                                                                     |
| LOS                     | B                                                                                 | C                                                                                 |                                                                                   | D                                                                                 | C                                                                                 |                                                                                   |                                                                                    | D                                                                                   | A                                                                                   | C                                                                                   | B                                                                                   |                                                                                     |
| Approach Delay          |                                                                                   | 30.6                                                                              |                                                                                   |                                                                                   | 24.5                                                                              |                                                                                   |                                                                                    | 28.1                                                                                |                                                                                     |                                                                                     | 23.6                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Queue Length 50th (ft)  | 9                                                                                 | 365                                                                               |                                                                                   | 92                                                                                | 264                                                                               |                                                                                   |                                                                                    | 128                                                                                 | 0                                                                                   | 22                                                                                  | 14                                                                                  |                                                                                     |
| Queue Length 95th (ft)  | 24                                                                                | #562                                                                              |                                                                                   | #198                                                                              | #473                                                                              |                                                                                   |                                                                                    | 192                                                                                 | 48                                                                                  | 51                                                                                  | 43                                                                                  |                                                                                     |
| Internal Link Dist (ft) |                                                                                   | 1051                                                                              |                                                                                   |                                                                                   | 562                                                                               |                                                                                   |                                                                                    | 414                                                                                 |                                                                                     |                                                                                     | 339                                                                                 |                                                                                     |
| Turn Bay Length (ft)    | 200                                                                               |                                                                                   |                                                                                   | 335                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     | 100                                                                                 | 105                                                                                 |                                                                                     |                                                                                     |
| Base Capacity (vph)     | 352                                                                               | 1579                                                                              |                                                                                   | 359                                                                               | 1837                                                                              |                                                                                   |                                                                                    | 359                                                                                 | 642                                                                                 | 212                                                                                 | 442                                                                                 |                                                                                     |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Reduced v/c Ratio       | 0.14                                                                              | 0.86                                                                              |                                                                                   | 0.69                                                                              | 0.67                                                                              |                                                                                   |                                                                                    | 0.67                                                                                | 0.47                                                                                | 0.22                                                                                | 0.13                                                                                |                                                                                     |

### Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 86 (96%), Referenced to phase 1:WBTL and 5:EBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 27.4

Intersection LOS: C

Intersection Capacity Utilization 81.8%

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.

# 1: Barger Street & US Route 6 Lanes, Volumes, Timings

No Action

Splits and Phases: 1: Barger Street & US Route 6

|                                                                                          |                                                                                      |                                                                                        |
|------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
|  Ø1 (R) |  Ø2 |  Ø3 |
| 40 s                                                                                     | 20 s                                                                                 | 30 s                                                                                   |
|  Ø5 (R) |  Ø6 |                                                                                        |
| 40 s                                                                                     | 20 s                                                                                 |                                                                                        |

## 2: US Route 6 & Taconic State Parkway SB Ramps

### Lanes, Volumes, Timings

No Action

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |                                                                                   | ↑↑                                                                                | ↑                                                                                 |                                                                                   | ↑↑                                                                                | ↑                                                                                 |                                                                                     |                                                                                     |                                                                                     | ↑                                                                                   |                                                                                     | ↑                                                                                   |
| Traffic Volume (vph)       | 0                                                                                 | 1229                                                                              | 259                                                                               | 0                                                                                 | 1297                                                                              | 501                                                                               | 0                                                                                   | 0                                                                                   | 0                                                                                   | 130                                                                                 | 0                                                                                   | 94                                                                                  |
| Future Volume (vph)        | 0                                                                                 | 1229                                                                              | 259                                                                               | 0                                                                                 | 1297                                                                              | 501                                                                               | 0                                                                                   | 0                                                                                   | 0                                                                                   | 130                                                                                 | 0                                                                                   | 94                                                                                  |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Storage Length (ft)        | 0                                                                                 |                                                                                   | 325                                                                               | 0                                                                                 |                                                                                   | 600                                                                               | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 105                                                                                 |
| Storage Lanes              | 0                                                                                 |                                                                                   | 1                                                                                 | 0                                                                                 |                                                                                   | 1                                                                                 | 0                                                                                   |                                                                                     | 0                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                        |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 3574                                                                              | 1615                                                                              | 0                                                                                 | 3610                                                                              | 1615                                                                              | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1805                                                                                | 0                                                                                   | 1615                                                                                |
| Flt Permitted              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 3574                                                                              | 1615                                                                              | 0                                                                                 | 3610                                                                              | 1615                                                                              | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1805                                                                                | 0                                                                                   | 1615                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 224                                                                               |                                                                                   |                                                                                   | 583                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 28                                                                                  |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                     | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 642                                                                               |                                                                                   |                                                                                   | 906                                                                               |                                                                                   |                                                                                     | 282                                                                                 |                                                                                     |                                                                                     | 530                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 14.6                                                                              |                                                                                   |                                                                                   | 20.6                                                                              |                                                                                   |                                                                                     | 6.4                                                                                 |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Peak Hour Factor           | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.25                                                                                | 0.25                                                                                | 0.25                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 1%                                                                                | 0%                                                                                | 1%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Adj. Flow (vph)            | 0                                                                                 | 1351                                                                              | 285                                                                               | 0                                                                                 | 1508                                                                              | 583                                                                               | 0                                                                                   | 0                                                                                   | 0                                                                                   | 138                                                                                 | 0                                                                                   | 100                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 1351                                                                              | 285                                                                               | 0                                                                                 | 1508                                                                              | 583                                                                               | 0                                                                                   | 0                                                                                   | 0                                                                                   | 138                                                                                 | 0                                                                                   | 100                                                                                 |
| 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                                                                                |                                                                                   |                                                                                   | 24                                                                                |                                                                                   |                                                                                     | 12                                                                                  |                                                                                     |                                                                                     | 24                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     | 26                                                                                  |                                                                                     |
| 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                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        |                                                                                   | 2                                                                                 | 1                                                                                 |                                                                                   | 2                                                                                 | 1                                                                                 |                                                                                     |                                                                                     |                                                                                     | 1                                                                                   |                                                                                     | 1                                                                                   |
| Detector Template          |                                                                                   | Thru                                                                              | Right                                                                             |                                                                                   | Thru                                                                              | Right                                                                             |                                                                                     |                                                                                     |                                                                                     | Left                                                                                |                                                                                     | Right                                                                               |
| Leading Detector (ft)      |                                                                                   | 100                                                                               | 20                                                                                |                                                                                   | 100                                                                               | 20                                                                                |                                                                                     |                                                                                     |                                                                                     | 20                                                                                  |                                                                                     | 20                                                                                  |
| Trailing Detector (ft)     |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     | 0                                                                                   |
| Detector 1 Position(ft)    |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     | 0                                                                                   |
| Detector 1 Size(ft)        |                                                                                   | 6                                                                                 | 20                                                                                |                                                                                   | 6                                                                                 | 20                                                                                |                                                                                     |                                                                                     |                                                                                     | 20                                                                                  |                                                                                     | 20                                                                                  |
| Detector 1 Type            |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                     |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     | Cl+Ex                                                                               |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Detector 1 Queue (s)       |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Detector 1 Delay (s)       |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Turn Type                  |                                                                                   | NA                                                                                | Free                                                                              |                                                                                   | NA                                                                                | Perm                                                                              |                                                                                     |                                                                                     |                                                                                     | Perm                                                                                |                                                                                     | Perm                                                                                |
| Protected Phases           |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 5                                                                                 |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

## 2: US Route 6 & Taconic State Parkway SB Ramps

### Lanes, Volumes, Timings

No Action

|                                                                      |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                                                           | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Permitted Phases                                                     |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | 5                                                                                 |                                                                                    |                                                                                     |                                                                                     | 3                                                                                   |                                                                                     | 3                                                                                   |
| Detector Phase                                                       |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 5                                                                                 | 5                                                                                 |                                                                                    |                                                                                     |                                                                                     | 3                                                                                   |                                                                                     | 3                                                                                   |
| Switch Phase                                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)                                                  |                                                                                   | 10.0                                                                              |                                                                                   |                                                                                   | 10.0                                                                              | 10.0                                                                              |                                                                                    |                                                                                     |                                                                                     | 5.0                                                                                 |                                                                                     | 5.0                                                                                 |
| Minimum Split (s)                                                    |                                                                                   | 15.0                                                                              |                                                                                   |                                                                                   | 15.0                                                                              | 15.0                                                                              |                                                                                    |                                                                                     |                                                                                     | 30.0                                                                                |                                                                                     | 30.0                                                                                |
| Total Split (s)                                                      |                                                                                   | 55.0                                                                              |                                                                                   |                                                                                   | 55.0                                                                              | 55.0                                                                              |                                                                                    |                                                                                     |                                                                                     | 35.0                                                                                |                                                                                     | 35.0                                                                                |
| Total Split (%)                                                      |                                                                                   | 61.1%                                                                             |                                                                                   |                                                                                   | 61.1%                                                                             | 61.1%                                                                             |                                                                                    |                                                                                     |                                                                                     | 38.9%                                                                               |                                                                                     | 38.9%                                                                               |
| Maximum Green (s)                                                    |                                                                                   | 50.0                                                                              |                                                                                   |                                                                                   | 50.0                                                                              | 50.0                                                                              |                                                                                    |                                                                                     |                                                                                     | 30.0                                                                                |                                                                                     | 30.0                                                                                |
| Yellow Time (s)                                                      |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 4.0                                                                                 |                                                                                     | 4.0                                                                                 |
| All-Red Time (s)                                                     |                                                                                   | 1.0                                                                               |                                                                                   |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 1.0                                                                                 |                                                                                     | 1.0                                                                                 |
| Lost Time Adjust (s)                                                 |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Total Lost Time (s)                                                  |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 5.0                                                                                 |                                                                                     | 5.0                                                                                 |
| Lead/Lag                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Vehicle Extension (s)                                                |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 2.0                                                                                 |                                                                                     | 2.0                                                                                 |
| Recall Mode                                                          |                                                                                   | C-Min                                                                             |                                                                                   |                                                                                   | C-Min                                                                             | C-Min                                                                             |                                                                                    |                                                                                     |                                                                                     | None                                                                                |                                                                                     | None                                                                                |
| Walk Time (s)                                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 8.0                                                                                 |                                                                                     | 8.0                                                                                 |
| Flash Dont Walk (s)                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 17.0                                                                                |                                                                                     | 17.0                                                                                |
| Pedestrian Calls (#/hr)                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     | 0                                                                                   |
| Act Effct Green (s)                                                  |                                                                                   | 68.7                                                                              | 90.0                                                                              |                                                                                   | 68.7                                                                              | 68.7                                                                              |                                                                                    |                                                                                     |                                                                                     | 11.3                                                                                |                                                                                     | 11.3                                                                                |
| Actuated g/C Ratio                                                   |                                                                                   | 0.76                                                                              | 1.00                                                                              |                                                                                   | 0.76                                                                              | 0.76                                                                              |                                                                                    |                                                                                     |                                                                                     | 0.13                                                                                |                                                                                     | 0.13                                                                                |
| v/c Ratio                                                            |                                                                                   | 0.50                                                                              | 0.18                                                                              |                                                                                   | 0.55                                                                              | 0.43                                                                              |                                                                                    |                                                                                     |                                                                                     | 0.61                                                                                |                                                                                     | 0.44                                                                                |
| Control Delay                                                        |                                                                                   | 5.3                                                                               | 0.2                                                                               |                                                                                   | 5.5                                                                               | 1.5                                                                               |                                                                                    |                                                                                     |                                                                                     | 48.1                                                                                |                                                                                     | 31.8                                                                                |
| Queue Delay                                                          |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Total Delay                                                          |                                                                                   | 5.3                                                                               | 0.2                                                                               |                                                                                   | 5.5                                                                               | 1.5                                                                               |                                                                                    |                                                                                     |                                                                                     | 48.1                                                                                |                                                                                     | 31.8                                                                                |
| LOS                                                                  |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   | A                                                                                 | A                                                                                 |                                                                                    |                                                                                     |                                                                                     | D                                                                                   |                                                                                     | C                                                                                   |
| Approach Delay                                                       |                                                                                   | 4.4                                                                               |                                                                                   |                                                                                   | 4.4                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 41.2                                                                                |                                                                                     |
| Approach LOS                                                         |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Queue Length 50th (ft)                                               |                                                                                   | 91                                                                                | 0                                                                                 |                                                                                   | 129                                                                               | 0                                                                                 |                                                                                    |                                                                                     |                                                                                     | 75                                                                                  |                                                                                     | 38                                                                                  |
| Queue Length 95th (ft)                                               |                                                                                   | 148                                                                               | m0                                                                                |                                                                                   | 240                                                                               | 42                                                                                |                                                                                    |                                                                                     |                                                                                     | 127                                                                                 |                                                                                     | 82                                                                                  |
| Internal Link Dist (ft)                                              |                                                                                   | 562                                                                               |                                                                                   |                                                                                   | 826                                                                               |                                                                                   |                                                                                    | 202                                                                                 |                                                                                     |                                                                                     | 450                                                                                 |                                                                                     |
| Turn Bay Length (ft)                                                 |                                                                                   |                                                                                   | 325                                                                               |                                                                                   |                                                                                   | 600                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 105                                                                                 |
| Base Capacity (vph)                                                  |                                                                                   | 2727                                                                              | 1615                                                                              |                                                                                   | 2754                                                                              | 1370                                                                              |                                                                                    |                                                                                     |                                                                                     | 601                                                                                 |                                                                                     | 557                                                                                 |
| 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                                                    |                                                                                   | 0.50                                                                              | 0.18                                                                              |                                                                                   | 0.55                                                                              | 0.43                                                                              |                                                                                    |                                                                                     |                                                                                     | 0.23                                                                                |                                                                                     | 0.18                                                                                |
| Intersection Summary                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                                                           | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Cycle Length: 90                                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length: 90                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Offset: 0 (0%), Referenced to phase 1:EBT and 5:WBT, Start of Yellow |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Natural Cycle: 60                                                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type: Actuated-Coordinated                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.61                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Signal Delay: 6.6                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | Intersection LOS: A                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 50.6%                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service A                                                            |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min) 15                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

## 2: US Route 6 & Taconic State Parkway SB Ramps Lanes, Volumes, Timings

No Action

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

Splits and Phases: 2: US Route 6 & Taconic State Parkway SB Ramps

|          |  |      |
|----------|--|------|
| → Ø1 (R) |  | ↖ Ø3 |
| 55 s     |  | 35 s |
| ← Ø5 (R) |  |      |
| 55 s     |  |      |

### 3: Taconic State Parkway NB Ramps & US Route 6 Lanes, Volumes, Timings

No Action

|                            | →     | ↘     | ↙     | ←     | ↖     | ↗     |
|----------------------------|-------|-------|-------|-------|-------|-------|
| Lane Group                 | EBT   | EBR   | WBL   | WBT   | NBL   | NBR   |
| Lane Configurations        | ↑↑    | ↑     | ↘     | ↑↑    | ↘     | ↗     |
| Traffic Volume (vph)       | 1216  | 143   | 142   | 1672  | 126   | 579   |
| Future Volume (vph)        | 1216  | 143   | 142   | 1672  | 126   | 579   |
| Ideal Flow (vphpl)         | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Width (ft)            | 12    | 12    | 12    | 12    | 13    | 13    |
| Storage Length (ft)        |       | 550   | 150   |       | 440   | 280   |
| Storage Lanes              |       | 1     | 1     |       | 1     | 1     |
| Taper Length (ft)          |       |       | 150   |       | 180   |       |
| Lane Util. Factor          | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 0.88  |
| Frt                        |       | 0.850 |       |       |       | 0.850 |
| Flt Protected              |       |       | 0.950 |       | 0.950 |       |
| Satd. Flow (prot)          | 3574  | 1615  | 1805  | 3574  | 1865  | 2937  |
| Flt Permitted              |       |       | 0.124 |       | 0.950 |       |
| Satd. Flow (perm)          | 3574  | 1615  | 236   | 3574  | 1865  | 2937  |
| Right Turn on Red          |       | Yes   |       |       |       | No    |
| Satd. Flow (RTOR)          |       | 151   |       |       |       |       |
| Link Speed (mph)           | 30    |       |       | 30    | 30    |       |
| Link Distance (ft)         | 906   |       |       | 737   | 921   |       |
| Travel Time (s)            | 20.6  |       |       | 16.8  | 20.9  |       |
| Peak Hour Factor           | 0.95  | 0.95  | 0.94  | 0.94  | 0.92  | 0.92  |
| Heavy Vehicles (%)         | 1%    | 0%    | 0%    | 1%    | 0%    | 0%    |
| Adj. Flow (vph)            | 1280  | 151   | 151   | 1779  | 137   | 629   |
| Shared Lane Traffic (%)    |       |       |       |       |       |       |
| Lane Group Flow (vph)      | 1280  | 151   | 151   | 1779  | 137   | 629   |
| Enter Blocked Intersection | No    | No    | No    | No    | No    | No    |
| Lane Alignment             | Left  | Right | Left  | Left  | Left  | Right |
| Median Width(ft)           | 24    |       |       | 14    | 13    |       |
| Link Offset(ft)            | 0     |       |       | 0     | 0     |       |
| Crosswalk Width(ft)        | 16    |       |       | 16    | 40    |       |
| Two way Left Turn Lane     |       |       |       |       |       |       |
| Headway Factor             | 1.00  | 1.00  | 1.00  | 1.00  | 0.96  | 0.96  |
| Turning Speed (mph)        |       | 9     | 15    |       | 15    | 9     |
| Number of Detectors        | 2     | 1     | 1     | 2     | 1     | 1     |
| Detector Template          | Thru  | Right | Left  | Thru  | Left  | Right |
| Leading Detector (ft)      | 100   | 20    | 20    | 100   | 20    | 20    |
| Trailing Detector (ft)     | 0     | 0     | 0     | 0     | 0     | 0     |
| Detector 1 Position(ft)    | 0     | 0     | 0     | 0     | 0     | 0     |
| Detector 1 Size(ft)        | 6     | 20    | 20    | 6     | 20    | 20    |
| Detector 1 Type            | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel         |       |       |       |       |       |       |
| Detector 1 Extend (s)      | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Detector 1 Queue (s)       | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Detector 1 Delay (s)       | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Detector 2 Position(ft)    | 94    |       |       | 94    |       |       |
| Detector 2 Size(ft)        | 6     |       |       | 6     |       |       |
| Detector 2 Type            | Cl+Ex |       |       | Cl+Ex |       |       |
| Detector 2 Channel         |       |       |       |       |       |       |
| Detector 2 Extend (s)      | 0.0   |       |       | 0.0   |       |       |
| Turn Type                  | NA    | Perm  | pm+pt | NA    | Prot  | pm+ov |

### 3: Taconic State Parkway NB Ramps & US Route 6 Lanes, Volumes, Timings

No Action

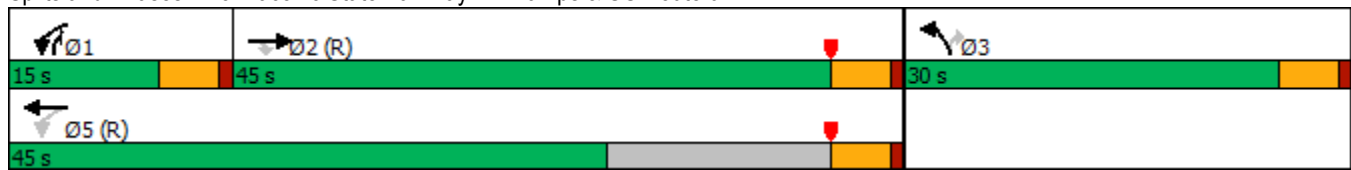
|                                                                         | →     | ↘     | ↙     | ←                      | ↖     | ↗     |
|-------------------------------------------------------------------------|-------|-------|-------|------------------------|-------|-------|
| Lane Group                                                              | EBT   | EBR   | WBL   | WBT                    | NBL   | NBR   |
| Protected Phases                                                        | 2     |       | 1     | 5                      | 3     | 1     |
| Permitted Phases                                                        |       | 2     | 5     |                        |       | 3     |
| Detector Phase                                                          | 2     | 2     | 1     | 5                      | 3     | 1     |
| Switch Phase                                                            |       |       |       |                        |       |       |
| Minimum Initial (s)                                                     | 10.0  | 10.0  | 5.0   | 10.0                   | 5.0   | 5.0   |
| Minimum Split (s)                                                       | 23.0  | 23.0  | 10.0  | 23.0                   | 10.0  | 10.0  |
| Total Split (s)                                                         | 45.0  | 45.0  | 15.0  | 45.0                   | 30.0  | 15.0  |
| Total Split (%)                                                         | 50.0% | 50.0% | 16.7% | 50.0%                  | 33.3% | 16.7% |
| Maximum Green (s)                                                       | 40.0  | 40.0  | 10.0  | 40.0                   | 25.0  | 10.0  |
| Yellow Time (s)                                                         | 4.0   | 4.0   | 4.0   | 4.0                    | 4.0   | 4.0   |
| All-Red Time (s)                                                        | 1.0   | 1.0   | 1.0   | 1.0                    | 1.0   | 1.0   |
| Lost Time Adjust (s)                                                    | 0.0   | 0.0   | 0.0   | 0.0                    | 0.0   | 0.0   |
| Total Lost Time (s)                                                     | 5.0   | 5.0   | 5.0   | 5.0                    | 5.0   | 5.0   |
| Lead/Lag                                                                | Lag   | Lag   | Lead  |                        |       | Lead  |
| Lead-Lag Optimize?                                                      | Yes   | Yes   | Yes   |                        |       | Yes   |
| Vehicle Extension (s)                                                   | 3.0   | 3.0   | 2.0   | 3.0                    | 2.0   | 2.0   |
| Recall Mode                                                             | C-Min | C-Min | None  | C-Min                  | None  | None  |
| Act Effct Green (s)                                                     | 50.5  | 50.5  | 69.0  | 69.0                   | 11.0  | 29.5  |
| Actuated g/C Ratio                                                      | 0.56  | 0.56  | 0.77  | 0.77                   | 0.12  | 0.33  |
| v/c Ratio                                                               | 0.64  | 0.16  | 0.36  | 0.65                   | 0.60  | 0.65  |
| Control Delay                                                           | 14.9  | 2.5   | 6.2   | 6.8                    | 47.9  | 28.9  |
| Queue Delay                                                             | 0.0   | 0.0   | 0.0   | 0.0                    | 0.0   | 0.0   |
| Total Delay                                                             | 14.9  | 2.5   | 6.2   | 6.8                    | 47.9  | 28.9  |
| LOS                                                                     | B     | A     | A     | A                      | D     | C     |
| Approach Delay                                                          | 13.6  |       |       | 6.7                    | 32.3  |       |
| Approach LOS                                                            | B     |       |       | A                      | C     |       |
| Queue Length 50th (ft)                                                  | 226   | 3     | 17    | 194                    | 75    | 172   |
| Queue Length 95th (ft)                                                  | 278   | 27    | 46    | 324                    | 127   | 209   |
| Internal Link Dist (ft)                                                 | 826   |       |       | 657                    | 841   |       |
| Turn Bay Length (ft)                                                    |       | 550   | 150   |                        | 440   | 280   |
| Base Capacity (vph)                                                     | 2006  | 972   | 415   | 2740                   | 518   | 962   |
| 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                                                       | 0.64  | 0.16  | 0.36  | 0.65                   | 0.26  | 0.65  |
| Intersection Summary                                                    |       |       |       |                        |       |       |
| Area Type: Other                                                        |       |       |       |                        |       |       |
| Cycle Length: 90                                                        |       |       |       |                        |       |       |
| Actuated Cycle Length: 90                                               |       |       |       |                        |       |       |
| Offset: 16 (18%), Referenced to phase 2:EBT and 5:WBTL, Start of Yellow |       |       |       |                        |       |       |
| Natural Cycle: 60                                                       |       |       |       |                        |       |       |
| Control Type: Actuated-Coordinated                                      |       |       |       |                        |       |       |
| Maximum v/c Ratio: 0.65                                                 |       |       |       |                        |       |       |
| Intersection Signal Delay: 13.9                                         |       |       |       | Intersection LOS: B    |       |       |
| Intersection Capacity Utilization 62.2%                                 |       |       |       | ICU Level of Service B |       |       |
| Analysis Period (min) 15                                                |       |       |       |                        |       |       |



### 3: Taconic State Parkway NB Ramps & US Route 6 Lanes, Volumes, Timings

No Action

Splits and Phases: 3: Taconic State Parkway NB Ramps & US Route 6



#### 4: E Main Street & US Route 6

#### Lanes, Volumes, Timings

No Action

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                        | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |  |  |                                                                                   |  |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)              | 375                                                                               | 1408                                                                              | 12                                                                                | 4                                                                                 | 1429                                                                              | 3                                                                                 | 12                                                                                 | 0                                                                                   | 4                                                                                   | 1                                                                                   | 0                                                                                   | 373                                                                                 |
| Future Volume (vph)               | 375                                                                               | 1408                                                                              | 12                                                                                | 4                                                                                 | 1429                                                                              | 3                                                                                 | 12                                                                                 | 0                                                                                   | 4                                                                                   | 1                                                                                   | 0                                                                                   | 373                                                                                 |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)                   | 14                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 11                                                                                | 11                                                                                | 12                                                                                 | 12                                                                                  | 12                                                                                  | 15                                                                                  | 15                                                                                  | 15                                                                                  |
| Storage Length (ft)               | 150                                                                               |                                                                                   | 0                                                                                 | 140                                                                               |                                                                                   | 0                                                                                 | 0                                                                                  |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   |
| Storage Lanes                     | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                  |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   |
| Taper Length (ft)                 | 130                                                                               |                                                                                   |                                                                                   | 140                                                                               |                                                                                   |                                                                                   | 25                                                                                 |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor                 | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                               |                                                                                   | 0.999                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 0.968                                                                               |                                                                                     |                                                                                     | 0.865                                                                               |                                                                                     |
| Flt Protected                     | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                    | 0.963                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)                 | 1906                                                                              | 3571                                                                              | 0                                                                                 | 1745                                                                              | 3455                                                                              | 0                                                                                 | 0                                                                                  | 1771                                                                                | 0                                                                                   | 0                                                                                   | 1808                                                                                | 0                                                                                   |
| Flt Permitted                     | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                    | 0.963                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)                 | 1906                                                                              | 3571                                                                              | 0                                                                                 | 1745                                                                              | 3455                                                                              | 0                                                                                 | 0                                                                                  | 1771                                                                                | 0                                                                                   | 0                                                                                   | 1808                                                                                | 0                                                                                   |
| Link Speed (mph)                  |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)                |                                                                                   | 737                                                                               |                                                                                   |                                                                                   | 875                                                                               |                                                                                   |                                                                                    | 222                                                                                 |                                                                                     |                                                                                     | 154                                                                                 |                                                                                     |
| Travel Time (s)                   |                                                                                   | 16.8                                                                              |                                                                                   |                                                                                   | 19.9                                                                              |                                                                                   |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     | 3.5                                                                                 |                                                                                     |
| Peak Hour Factor                  | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.75                                                                               | 0.75                                                                                | 0.75                                                                                | 0.87                                                                                | 0.87                                                                                | 0.87                                                                                |
| Heavy Vehicles (%)                | 1%                                                                                | 1%                                                                                | 0%                                                                                | 0%                                                                                | 1%                                                                                | 0%                                                                                | 0%                                                                                 | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Adj. Flow (vph)                   | 391                                                                               | 1467                                                                              | 13                                                                                | 4                                                                                 | 1553                                                                              | 3                                                                                 | 16                                                                                 | 0                                                                                   | 5                                                                                   | 1                                                                                   | 0                                                                                   | 429                                                                                 |
| Shared Lane Traffic (%)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)             | 391                                                                               | 1480                                                                              | 0                                                                                 | 4                                                                                 | 1556                                                                              | 0                                                                                 | 0                                                                                  | 21                                                                                  | 0                                                                                   | 0                                                                                   | 430                                                                                 | 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)                  |                                                                                   | 17                                                                                |                                                                                   |                                                                                   | 14                                                                                |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Link Offset(ft)                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)               |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 16                                                                                  |                                                                                     |                                                                                     | 26                                                                                  |                                                                                     |
| Two way Left Turn Lane            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor                    | 0.92                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                              | 1.04                                                                              | 1.04                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 0.88                                                                                | 0.88                                                                                | 0.88                                                                                |
| Turning Speed (mph)               | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                 |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                        | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:                     | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization | 93.5%                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service F                                                             |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

5: E Main Street & Old Rt 6  
Lanes, Volumes, Timings

No Action

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                        | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations               |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Traffic Volume (vph)              | 2                                                                                 | 3                                                                                 | 371                                                                               | 2                                                                                 | 0                                                                                 | 378                                                                               |
| Future Volume (vph)               | 2                                                                                 | 3                                                                                 | 371                                                                               | 2                                                                                 | 0                                                                                 | 378                                                                               |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Lane Width (ft)                   | 10                                                                                | 10                                                                                | 10                                                                                | 10                                                                                | 16                                                                                | 16                                                                                |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Frt                               | 0.916                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.865                                                                             |                                                                                   |
| Flt Protected                     |                                                                                   |                                                                                   |                                                                                   | 0.953                                                                             |                                                                                   |                                                                                   |
| Satd. Flow (prot)                 | 1368                                                                              | 0                                                                                 | 0                                                                                 | 1690                                                                              | 1844                                                                              | 0                                                                                 |
| Flt Permitted                     |                                                                                   |                                                                                   |                                                                                   | 0.953                                                                             |                                                                                   |                                                                                   |
| Satd. Flow (perm)                 | 1368                                                                              | 0                                                                                 | 0                                                                                 | 1690                                                                              | 1844                                                                              | 0                                                                                 |
| Link Speed (mph)                  | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                | 30                                                                                |                                                                                   |
| Link Distance (ft)                | 677                                                                               |                                                                                   |                                                                                   | 840                                                                               | 154                                                                               |                                                                                   |
| Travel Time (s)                   | 15.4                                                                              |                                                                                   |                                                                                   | 19.1                                                                              | 3.5                                                                               |                                                                                   |
| Peak Hour Factor                  | 0.31                                                                              | 0.31                                                                              | 0.88                                                                              | 0.88                                                                              | 0.91                                                                              | 0.91                                                                              |
| Heavy Vehicles (%)                | 50%                                                                               | 0%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                | 1%                                                                                |
| Adj. Flow (vph)                   | 6                                                                                 | 10                                                                                | 422                                                                               | 2                                                                                 | 0                                                                                 | 415                                                                               |
| Shared Lane Traffic (%)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Group Flow (vph)             | 16                                                                                | 0                                                                                 | 0                                                                                 | 424                                                                               | 415                                                                               | 0                                                                                 |
| Enter Blocked Intersection        | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                |
| Lane Alignment                    | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Left                                                                              | Right                                                                             |
| Median Width(ft)                  | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 16                                                                                |                                                                                   |
| Link Offset(ft)                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |
| Crosswalk Width(ft)               | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                | 16                                                                                |                                                                                   |
| Two way Left Turn Lane            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Headway Factor                    | 1.09                                                                              | 1.09                                                                              | 1.09                                                                              | 1.09                                                                              | 0.85                                                                              | 0.85                                                                              |
| Turning Speed (mph)               |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 15                                                                                | 9                                                                                 |
| Sign Control                      | Stop                                                                              |                                                                                   |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:                        | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:                     | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization | 57.4%                                                                             |                                                                                   |                                                                                   | ICU Level of Service B                                                            |                                                                                   |                                                                                   |
| Analysis Period (min)             | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6

## Lanes, Volumes, Timings

No Action

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |  |  |  |                                                                                   |  |  |                                                                                     |  |  |  |
| Traffic Volume (vph)       | 205                                                                               | 679                                                                               | 529                                                                               | 35                                                                                | 788                                                                               | 95                                                                                | 376                                                                                 | 110                                                                                 | 66                                                                                  | 66                                                                                  | 166                                                                                 | 272                                                                                 |
| Future Volume (vph)        | 205                                                                               | 679                                                                               | 529                                                                               | 35                                                                                | 788                                                                               | 95                                                                                | 376                                                                                 | 110                                                                                 | 66                                                                                  | 66                                                                                  | 166                                                                                 | 272                                                                                 |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 11                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 13                                                                                | 13                                                                                | 11                                                                                  | 11                                                                                  | 11                                                                                  | 10                                                                                  | 12                                                                                  | 10                                                                                  |
| Storage Length (ft)        | 415                                                                               |                                                                                   | 335                                                                               | 280                                                                               |                                                                                   | 0                                                                                 | 350                                                                                 |                                                                                     | 0                                                                                   | 110                                                                                 |                                                                                     | 110                                                                                 |
| Storage Lanes              | 1                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 2                                                                                   |                                                                                     | 0                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 80                                                                                |                                                                                   |                                                                                   | 80                                                                                |                                                                                   |                                                                                   | 150                                                                                 |                                                                                     |                                                                                     | 40                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 0.97                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Fr't                       |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   | 0.984                                                                             |                                                                                   |                                                                                     | 0.943                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1711                                                                              | 3574                                                                              | 1615                                                                              | 1745                                                                              | 3638                                                                              | 0                                                                                 | 3385                                                                                | 1719                                                                                | 0                                                                                   | 1685                                                                                | 1881                                                                                | 1478                                                                                |
| Flt Permitted              | 0.118                                                                             |                                                                                   |                                                                                   | 0.314                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 212                                                                               | 3574                                                                              | 1615                                                                              | 577                                                                               | 3638                                                                              | 0                                                                                 | 3385                                                                                | 1719                                                                                | 0                                                                                   | 1685                                                                                | 1881                                                                                | 1478                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 615                                                                               |                                                                                   | 12                                                                                |                                                                                   |                                                                                     | 27                                                                                  |                                                                                     |                                                                                     |                                                                                     | 225                                                                                 |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                     | 30                                                                                  |                                                                                     |                                                                                     |                                                                                     | 30                                                                                  |
| Link Distance (ft)         |                                                                                   | 875                                                                               |                                                                                   |                                                                                   | 2395                                                                              |                                                                                   |                                                                                     | 1106                                                                                |                                                                                     |                                                                                     |                                                                                     | 663                                                                                 |
| Travel Time (s)            |                                                                                   | 19.9                                                                              |                                                                                   |                                                                                   | 54.4                                                                              |                                                                                   |                                                                                     | 25.1                                                                                |                                                                                     |                                                                                     |                                                                                     | 15.1                                                                                |
| Peak Hour Factor           | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.78                                                                                | 0.78                                                                                | 0.78                                                                                |
| Heavy Vehicles (%)         | 2%                                                                                | 1%                                                                                | 0%                                                                                | 0%                                                                                | 1%                                                                                | 0%                                                                                | 0%                                                                                  | 0%                                                                                  | 2%                                                                                  | 0%                                                                                  | 1%                                                                                  | 2%                                                                                  |
| Adj. Flow (vph)            | 238                                                                               | 790                                                                               | 615                                                                               | 37                                                                                | 829                                                                               | 100                                                                               | 442                                                                                 | 129                                                                                 | 78                                                                                  | 85                                                                                  | 213                                                                                 | 349                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 238                                                                               | 790                                                                               | 615                                                                               | 37                                                                                | 929                                                                               | 0                                                                                 | 442                                                                                 | 207                                                                                 | 0                                                                                   | 85                                                                                  | 213                                                                                 | 349                                                                                 |
| 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)           |                                                                                   | 15                                                                                |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                     | 22                                                                                  |                                                                                     |                                                                                     | 10                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 36                                                                                |                                                                                   |                                                                                     | 36                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 1.04                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                              | 0.96                                                                              | 0.96                                                                              | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.09                                                                                | 1.00                                                                                | 1.09                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                   | 2                                                                                   |                                                                                     | 1                                                                                   | 2                                                                                   | 1                                                                                   |
| Detector Template          | Left                                                                              | Thru                                                                              | Right                                                                             | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                                | Thru                                                                                |                                                                                     | Left                                                                                | Thru                                                                                | Right                                                                               |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               | 20                                                                                | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                  | 100                                                                                 |                                                                                     | 20                                                                                  | 100                                                                                 | 20                                                                                  |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 | 20                                                                                | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                  | 6                                                                                   |                                                                                     | 20                                                                                  | 6                                                                                   | 20                                                                                  |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                               | Cl+Ex                                                                               |                                                                                     | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                     | 94                                                                                  |                                                                                     |                                                                                     | 94                                                                                  |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                     | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                |                                                                                   | Split                                                                               | NA                                                                                  |                                                                                     | Split                                                                               | NA                                                                                  | Perm                                                                                |

# 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6

## Lanes, Volumes, Timings

No Action

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Protected Phases        | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   |                                                                                     | 4                                                                                   | 4                                                                                   |                                                                                     |
| Permitted Phases        | 6                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 4                                                                                   |
| Detector Phase          | 1                                                                                 | 6                                                                                 | 6                                                                                 | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   |                                                                                     | 4                                                                                   | 4                                                                                   | 4                                                                                   |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 2.0                                                                               | 5.0                                                                               | 5.0                                                                               | 2.0                                                                               | 5.0                                                                               |                                                                                   | 2.0                                                                                | 2.0                                                                                 |                                                                                     | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |
| Minimum Split (s)       | 9.5                                                                               | 24.0                                                                              | 24.0                                                                              | 9.5                                                                               | 24.0                                                                              |                                                                                   | 48.0                                                                               | 48.0                                                                                |                                                                                     | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                |
| Total Split (s)         | 21.0                                                                              | 31.0                                                                              | 31.0                                                                              | 16.0                                                                              | 31.0                                                                              |                                                                                   | 24.0                                                                               | 24.0                                                                                |                                                                                     | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                |
| Total Split (%)         | 21.0%                                                                             | 31.0%                                                                             | 31.0%                                                                             | 16.0%                                                                             | 31.0%                                                                             |                                                                                   | 24.0%                                                                              | 24.0%                                                                               |                                                                                     | 24.0%                                                                               | 24.0%                                                                               | 24.0%                                                                               |
| Maximum Green (s)       | 15.0                                                                              | 25.0                                                                              | 25.0                                                                              | 10.0                                                                              | 25.0                                                                              |                                                                                   | 18.0                                                                               | 18.0                                                                                |                                                                                     | 18.0                                                                                | 18.0                                                                                | 18.0                                                                                |
| Yellow Time (s)         | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                | 5.0                                                                                 |                                                                                     | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |
| All-Red Time (s)        | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                                | 1.0                                                                                 |                                                                                     | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)     | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                                | 6.0                                                                                 |                                                                                     | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |
| Lead/Lag                | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                               | Lead                                                                                |                                                                                     | Lag                                                                                 | Lag                                                                                 | Lag                                                                                 |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                | 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                                                                                 | 3.0                                                                                 |
| Recall Mode             | None                                                                              | Min                                                                               | Min                                                                               | None                                                                              | Min                                                                               |                                                                                   | None                                                                               | None                                                                                |                                                                                     | None                                                                                | None                                                                                | None                                                                                |
| Walk Time (s)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 7.0                                                                                | 7.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Flash Dont Walk (s)     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 35.0                                                                               | 35.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Pedestrian Calls (#/hr) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Act Effct Green (s)     | 44.3                                                                              | 36.7                                                                              | 36.7                                                                              | 31.9                                                                              | 25.2                                                                              |                                                                                   | 16.3                                                                               | 16.3                                                                                |                                                                                     | 15.4                                                                                | 15.4                                                                                | 15.4                                                                                |
| Actuated g/C Ratio      | 0.47                                                                              | 0.39                                                                              | 0.39                                                                              | 0.34                                                                              | 0.27                                                                              |                                                                                   | 0.17                                                                               | 0.17                                                                                |                                                                                     | 0.16                                                                                | 0.16                                                                                | 0.16                                                                                |
| v/c Ratio               | 0.78                                                                              | 0.57                                                                              | 0.61                                                                              | 0.13                                                                              | 0.95                                                                              |                                                                                   | 0.75                                                                               | 0.65                                                                                |                                                                                     | 0.31                                                                                | 0.69                                                                                | 0.81                                                                                |
| Control Delay           | 39.5                                                                              | 26.9                                                                              | 5.2                                                                               | 16.9                                                                              | 54.0                                                                              |                                                                                   | 46.6                                                                               | 42.5                                                                                |                                                                                     | 38.7                                                                                | 50.2                                                                                | 30.2                                                                                |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay             | 39.5                                                                              | 26.9                                                                              | 5.2                                                                               | 16.9                                                                              | 54.0                                                                              |                                                                                   | 46.6                                                                               | 42.5                                                                                |                                                                                     | 38.7                                                                                | 50.2                                                                                | 30.2                                                                                |
| LOS                     | D                                                                                 | C                                                                                 | A                                                                                 | B                                                                                 | D                                                                                 |                                                                                   | D                                                                                  | D                                                                                   |                                                                                     | D                                                                                   | D                                                                                   | C                                                                                   |
| Approach Delay          |                                                                                   | 20.6                                                                              |                                                                                   |                                                                                   | 52.6                                                                              |                                                                                   |                                                                                    | 45.3                                                                                |                                                                                     |                                                                                     | 37.9                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | D                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Queue Length 50th (ft)  | 99                                                                                | 224                                                                               | 0                                                                                 | 13                                                                                | ~312                                                                              |                                                                                   | 137                                                                                | 106                                                                                 |                                                                                     | 47                                                                                  | 126                                                                                 | 73                                                                                  |
| Queue Length 95th (ft)  | #187                                                                              | 281                                                                               | 59                                                                                | 31                                                                                | #454                                                                              |                                                                                   | 179                                                                                | 171                                                                                 |                                                                                     | 79                                                                                  | 172                                                                                 | 127                                                                                 |
| Internal Link Dist (ft) |                                                                                   | 795                                                                               |                                                                                   |                                                                                   | 2315                                                                              |                                                                                   |                                                                                    | 1026                                                                                |                                                                                     |                                                                                     | 583                                                                                 |                                                                                     |
| Turn Bay Length (ft)    | 415                                                                               |                                                                                   | 335                                                                               | 280                                                                               |                                                                                   |                                                                                   | 350                                                                                |                                                                                     |                                                                                     | 110                                                                                 |                                                                                     | 110                                                                                 |
| Base Capacity (vph)     | 340                                                                               | 1393                                                                              | 1005                                                                              | 340                                                                               | 981                                                                               |                                                                                   | 651                                                                                | 352                                                                                 |                                                                                     | 324                                                                                 | 362                                                                                 | 466                                                                                 |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Reduced v/c Ratio       | 0.70                                                                              | 0.57                                                                              | 0.61                                                                              | 0.11                                                                              | 0.95                                                                              |                                                                                   | 0.68                                                                               | 0.59                                                                                |                                                                                     | 0.26                                                                                | 0.59                                                                                | 0.75                                                                                |

### Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 94.2

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 35.5

Intersection LOS: D

Intersection Capacity Utilization 75.6%

ICU Level of Service D

Analysis Period (min) 15

## 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6 Lanes, Volumes, Timings

No Action

~ 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: 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6



# 7: Lee Boulevard / Lee Road & E Main Street

## Lanes, Volumes, Timings

No Action

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)       | 0                                                                                 | 249                                                                               | 102                                                                               | 138                                                                               | 335                                                                               | 1                                                                                 | 37                                                                                 | 5                                                                                   | 217                                                                                 | 1                                                                                   | 5                                                                                   | 0                                                                                   |
| Future Volume (vph)        | 0                                                                                 | 249                                                                               | 102                                                                               | 138                                                                               | 335                                                                               | 1                                                                                 | 37                                                                                 | 5                                                                                   | 217                                                                                 | 1                                                                                   | 5                                                                                   | 0                                                                                   |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 12                                                                                | 10                                                                                | 10                                                                                | 10                                                                                | 10                                                                                | 12                                                                                | 16                                                                                 | 12                                                                                  | 16                                                                                  | 10                                                                                  | 10                                                                                  | 10                                                                                  |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                        |                                                                                   | 0.961                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 0.887                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Flt Protected              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.986                                                                             |                                                                                   |                                                                                    | 0.993                                                                               |                                                                                     |                                                                                     | 0.992                                                                               |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 1680                                                                              | 0                                                                                 | 0                                                                                 | 1738                                                                              | 0                                                                                 | 0                                                                                  | 1660                                                                                | 0                                                                                   | 0                                                                                   | 1759                                                                                | 0                                                                                   |
| Flt Permitted              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.986                                                                             |                                                                                   |                                                                                    | 0.993                                                                               |                                                                                     |                                                                                     | 0.992                                                                               |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 1680                                                                              | 0                                                                                 | 0                                                                                 | 1738                                                                              | 0                                                                                 | 0                                                                                  | 1660                                                                                | 0                                                                                   | 0                                                                                   | 1759                                                                                | 0                                                                                   |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 840                                                                               |                                                                                   |                                                                                   | 2070                                                                              |                                                                                   |                                                                                    | 663                                                                                 |                                                                                     |                                                                                     | 98                                                                                  |                                                                                     |
| Travel Time (s)            |                                                                                   | 19.1                                                                              |                                                                                   |                                                                                   | 47.0                                                                              |                                                                                   |                                                                                    | 15.1                                                                                |                                                                                     |                                                                                     | 2.2                                                                                 |                                                                                     |
| Peak Hour Factor           | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.81                                                                               | 0.81                                                                                | 0.81                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 2%                                                                                | 0%                                                                                | 2%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                 | 0%                                                                                  | 1%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Adj. Flow (vph)            | 0                                                                                 | 271                                                                               | 111                                                                               | 152                                                                               | 368                                                                               | 1                                                                                 | 46                                                                                 | 6                                                                                   | 268                                                                                 | 1                                                                                   | 5                                                                                   | 0                                                                                   |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 382                                                                               | 0                                                                                 | 0                                                                                 | 521                                                                               | 0                                                                                 | 0                                                                                  | 320                                                                                 | 0                                                                                   | 0                                                                                   | 6                                                                                   | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                 | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                               | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)           |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                    | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 1.00                                                                              | 1.09                                                                              | 1.09                                                                              | 1.09                                                                              | 1.09                                                                              | 1.00                                                                              | 0.85                                                                               | 1.00                                                                                | 0.85                                                                                | 1.09                                                                                | 1.09                                                                                | 1.09                                                                                |
| Turning Speed (mph)        | 60                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 60                                                                                | 15                                                                                 |                                                                                     | 9                                                                                   | 60                                                                                  |                                                                                     | 60                                                                                  |
| Sign Control               |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |

### Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 74.8% ICU Level of Service D

Analysis Period (min) 15

# 8: Hill Boulevard & US Route 6

## Lanes, Volumes, Timings

No Action

|                            |  |  |  |  |  |  |   |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (vph)       | 82                                                                                | 623                                                                               | 106                                                                               | 127                                                                               | 719                                                                               | 47                                                                                | 69                                                                                  | 74                                                                                  | 202                                                                                 | 34                                                                                  | 89                                                                                  | 130                                                                                 |
| Future Volume (vph)        | 82                                                                                | 623                                                                               | 106                                                                               | 127                                                                               | 719                                                                               | 47                                                                                | 69                                                                                  | 74                                                                                  | 202                                                                                 | 34                                                                                  | 89                                                                                  | 130                                                                                 |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 11                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 13                                                                                | 13                                                                                | 11                                                                                  | 11                                                                                  | 11                                                                                  | 11                                                                                  | 11                                                                                  | 11                                                                                  |
| Storage Length (ft)        | 280                                                                               |                                                                                   | 0                                                                                 | 400                                                                               |                                                                                   | 0                                                                                 | 85                                                                                  |                                                                                     | 0                                                                                   | 100                                                                                 |                                                                                     | 0                                                                                   |
| Storage Lanes              | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                   |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     | 0                                                                                   |
| Taper Length (ft)          | 80                                                                                |                                                                                   |                                                                                   | 140                                                                               |                                                                                   |                                                                                   | 80                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                        |                                                                                   | 0.978                                                                             |                                                                                   |                                                                                   | 0.991                                                                             |                                                                                   |                                                                                     |                                                                                     | 0.850                                                                               |                                                                                     | 0.911                                                                               |                                                                                     |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1745                                                                              | 3501                                                                              | 0                                                                                 | 1728                                                                              | 3662                                                                              | 0                                                                                 | 1711                                                                                | 1818                                                                                | 1546                                                                                | 1745                                                                                | 1646                                                                                | 0                                                                                   |
| Flt Permitted              | 0.223                                                                             |                                                                                   |                                                                                   | 0.159                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 410                                                                               | 3501                                                                              | 0                                                                                 | 289                                                                               | 3662                                                                              | 0                                                                                 | 1711                                                                                | 1818                                                                                | 1546                                                                                | 1745                                                                                | 1646                                                                                | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   | 21                                                                                |                                                                                   |                                                                                   | 7                                                                                 |                                                                                   |                                                                                     |                                                                                     | 256                                                                                 |                                                                                     | 66                                                                                  |                                                                                     |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                     | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 2395                                                                              |                                                                                   |                                                                                   | 2100                                                                              |                                                                                   |                                                                                     | 540                                                                                 |                                                                                     |                                                                                     | 1483                                                                                |                                                                                     |
| Travel Time (s)            |                                                                                   | 54.4                                                                              |                                                                                   |                                                                                   | 47.7                                                                              |                                                                                   |                                                                                     | 12.3                                                                                |                                                                                     |                                                                                     | 33.7                                                                                |                                                                                     |
| Peak Hour Factor           | 0.84                                                                              | 0.84                                                                              | 0.84                                                                              | 0.87                                                                              | 0.87                                                                              | 0.87                                                                              | 0.79                                                                                | 0.79                                                                                | 0.79                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 1%                                                                                | 0%                                                                                | 1%                                                                                | 1%                                                                                | 0%                                                                                | 2%                                                                                  | 1%                                                                                  | 1%                                                                                  | 0%                                                                                  | 4%                                                                                  | 0%                                                                                  |
| Adj. Flow (vph)            | 98                                                                                | 742                                                                               | 126                                                                               | 146                                                                               | 826                                                                               | 54                                                                                | 87                                                                                  | 94                                                                                  | 256                                                                                 | 37                                                                                  | 96                                                                                  | 140                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 98                                                                                | 868                                                                               | 0                                                                                 | 146                                                                               | 880                                                                               | 0                                                                                 | 87                                                                                  | 94                                                                                  | 256                                                                                 | 37                                                                                  | 236                                                                                 | 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)           |                                                                                   | 15                                                                                |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                     | 14                                                                                  |                                                                                     |                                                                                     | 11                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 1.04                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                              | 0.96                                                                              | 0.96                                                                              | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   | 1                                                                                   | 2                                                                                   |                                                                                     |
| Detector Template          | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                                | Thru                                                                                | Right                                                                               | Left                                                                                | Thru                                                                                |                                                                                     |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                  | 100                                                                                 | 20                                                                                  | 20                                                                                  | 100                                                                                 |                                                                                     |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                  | 6                                                                                   | 20                                                                                  | 20                                                                                  | 6                                                                                   |                                                                                     |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               |                                                                                     |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                     | 94                                                                                  |                                                                                     |                                                                                     | 94                                                                                  |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                     | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                             | NA                                                                                |                                                                                   | Split                                                                               | NA                                                                                  | pm+ov                                                                               | Split                                                                               | NA                                                                                  |                                                                                     |



# 8: Hill Boulevard & US Route 6

## Lanes, Volumes, Timings

No Action

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Protected Phases        | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   | 5                                                                                   | 4                                                                                   | 4                                                                                   |                                                                                     |
| Permitted Phases        | 6                                                                                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     | 3                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Detector Phase          | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   | 5                                                                                   | 4                                                                                   | 4                                                                                   |                                                                                     |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 5.0                                                                               | 12.0                                                                              |                                                                                   | 5.0                                                                               | 12.0                                                                              |                                                                                   | 5.0                                                                                | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| Minimum Split (s)       | 11.0                                                                              | 18.0                                                                              |                                                                                   | 11.0                                                                              | 18.0                                                                              |                                                                                   | 11.0                                                                               | 11.0                                                                                | 11.0                                                                                | 41.0                                                                                | 41.0                                                                                |                                                                                     |
| Total Split (s)         | 16.0                                                                              | 36.0                                                                              |                                                                                   | 16.0                                                                              | 36.0                                                                              |                                                                                   | 21.0                                                                               | 21.0                                                                                | 16.0                                                                                | 21.0                                                                                | 21.0                                                                                |                                                                                     |
| Total Split (%)         | 17.0%                                                                             | 38.3%                                                                             |                                                                                   | 17.0%                                                                             | 38.3%                                                                             |                                                                                   | 22.3%                                                                              | 22.3%                                                                               | 17.0%                                                                               | 22.3%                                                                               | 22.3%                                                                               |                                                                                     |
| Maximum Green (s)       | 10.0                                                                              | 30.0                                                                              |                                                                                   | 10.0                                                                              | 30.0                                                                              |                                                                                   | 15.0                                                                               | 15.0                                                                                | 10.0                                                                                | 15.0                                                                                | 15.0                                                                                |                                                                                     |
| Yellow Time (s)         | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| All-Red Time (s)        | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                                | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 |                                                                                     |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Lost Time (s)     | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                                | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Lead/Lag                | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                               | Lead                                                                                | Lead                                                                                | Lag                                                                                 | Lag                                                                                 |                                                                                     |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |                                                                                     |
| Vehicle Extension (s)   | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                                | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |
| Recall Mode             | None                                                                              | Min                                                                               |                                                                                   | None                                                                              | Min                                                                               |                                                                                   | None                                                                               | None                                                                                | None                                                                                | None                                                                                | None                                                                                |                                                                                     |
| Walk Time (s)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |                                                                                     |
| Flash Dont Walk (s)     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 28.0                                                                                | 28.0                                                                                |                                                                                     |
| Pedestrian Calls (#/hr) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |
| Act Effct Green (s)     | 30.5                                                                              | 23.3                                                                              |                                                                                   | 35.0                                                                              | 28.4                                                                              |                                                                                   | 8.7                                                                                | 8.7                                                                                 | 15.5                                                                                | 12.1                                                                                | 12.1                                                                                |                                                                                     |
| Actuated g/C Ratio      | 0.41                                                                              | 0.31                                                                              |                                                                                   | 0.47                                                                              | 0.38                                                                              |                                                                                   | 0.12                                                                               | 0.12                                                                                | 0.21                                                                                | 0.16                                                                                | 0.16                                                                                |                                                                                     |
| v/c Ratio               | 0.33                                                                              | 0.78                                                                              |                                                                                   | 0.49                                                                              | 0.63                                                                              |                                                                                   | 0.44                                                                               | 0.44                                                                                | 0.49                                                                                | 0.13                                                                                | 0.74                                                                                |                                                                                     |
| Control Delay           | 15.0                                                                              | 29.7                                                                              |                                                                                   | 18.1                                                                              | 24.5                                                                              |                                                                                   | 42.3                                                                               | 42.1                                                                                | 5.5                                                                                 | 32.5                                                                                | 39.4                                                                                |                                                                                     |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Delay             | 15.0                                                                              | 29.7                                                                              |                                                                                   | 18.1                                                                              | 24.5                                                                              |                                                                                   | 42.3                                                                               | 42.1                                                                                | 5.5                                                                                 | 32.5                                                                                | 39.4                                                                                |                                                                                     |
| LOS                     | B                                                                                 | C                                                                                 |                                                                                   | B                                                                                 | C                                                                                 |                                                                                   | D                                                                                  | D                                                                                   | A                                                                                   | C                                                                                   | D                                                                                   |                                                                                     |
| Approach Delay          |                                                                                   | 28.3                                                                              |                                                                                   |                                                                                   | 23.6                                                                              |                                                                                   |                                                                                    | 20.7                                                                                |                                                                                     |                                                                                     | 38.4                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Queue Length 50th (ft)  | 25                                                                                | 202                                                                               |                                                                                   | 38                                                                                | 198                                                                               |                                                                                   | 42                                                                                 | 46                                                                                  | 0                                                                                   | 16                                                                                  | 81                                                                                  |                                                                                     |
| Queue Length 95th (ft)  | 52                                                                                | 273                                                                               |                                                                                   | 76                                                                                | 288                                                                               |                                                                                   | 80                                                                                 | 85                                                                                  | 20                                                                                  | 47                                                                                  | #201                                                                                |                                                                                     |
| Internal Link Dist (ft) |                                                                                   | 2315                                                                              |                                                                                   |                                                                                   | 2020                                                                              |                                                                                   |                                                                                    | 460                                                                                 |                                                                                     |                                                                                     | 1403                                                                                |                                                                                     |
| Turn Bay Length (ft)    | 280                                                                               |                                                                                   |                                                                                   | 400                                                                               |                                                                                   |                                                                                   | 85                                                                                 |                                                                                     |                                                                                     | 100                                                                                 |                                                                                     |                                                                                     |
| Base Capacity (vph)     | 380                                                                               | 1532                                                                              |                                                                                   | 346                                                                               | 1609                                                                              |                                                                                   | 371                                                                                | 394                                                                                 | 563                                                                                 | 378                                                                                 | 408                                                                                 |                                                                                     |
| 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       | 0.26                                                                              | 0.57                                                                              |                                                                                   | 0.42                                                                              | 0.55                                                                              |                                                                                   | 0.23                                                                               | 0.24                                                                                | 0.45                                                                                | 0.10                                                                                | 0.58                                                                                |                                                                                     |

### Intersection Summary

Area Type: Other

Cycle Length: 94

Actuated Cycle Length: 74.7

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 26.3

Intersection LOS: C

Intersection Capacity Utilization 64.5%

ICU Level of Service C

Analysis Period (min) 15

## 8: Hill Boulevard & US Route 6

### Lanes, Volumes, Timings

No Action

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

Splits and Phases: 8: Hill Boulevard & US Route 6

|                                                                                      |                                                                                      |                                                                                      |                                                                                        |
|--------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
|  Ø1 |  Ø2 |  Ø3 |  Ø4 |
| 16 s                                                                                 | 36 s                                                                                 | 21 s                                                                                 | 21 s                                                                                   |
|  Ø5 |  Ø6 |                                                                                      |                                                                                        |
| 16 s                                                                                 | 36 s                                                                                 |                                                                                      |                                                                                        |

# 9: Hill Boulevard/Old Jefferson Valley Hill Road (W) & E Main Street

## Lanes, Volumes, Timings

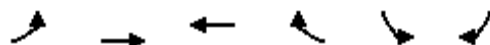
No Action

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                        | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)              | 0                                                                                 | 361                                                                               | 58                                                                                | 78                                                                                | 448                                                                               | 0                                                                                 | 43                                                                                 | 0                                                                                   | 136                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Future Volume (vph)               | 0                                                                                 | 361                                                                               | 58                                                                                | 78                                                                                | 448                                                                               | 0                                                                                 | 43                                                                                 | 0                                                                                   | 136                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)                   | 13                                                                                | 13                                                                                | 13                                                                                | 10                                                                                | 10                                                                                | 10                                                                                | 16                                                                                 | 16                                                                                  | 16                                                                                  | 12                                                                                  | 13                                                                                  | 12                                                                                  |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                               | 0.981                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.897                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Flt Protected                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.993                                                                             |                                                                                   | 0.988                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)                 | 0                                                                                 | 1904                                                                              | 0                                                                                 | 0                                                                                 | 1741                                                                              | 0                                                                                 | 0                                                                                  | 1890                                                                                | 0                                                                                   | 0                                                                                   | 1963                                                                                | 0                                                                                   |
| Flt Permitted                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.993                                                                             |                                                                                   | 0.988                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)                 | 0                                                                                 | 1904                                                                              | 0                                                                                 | 0                                                                                 | 1741                                                                              | 0                                                                                 | 0                                                                                  | 1890                                                                                | 0                                                                                   | 0                                                                                   | 1963                                                                                | 0                                                                                   |
| Link Speed (mph)                  | 30                                                                                |                                                                                   |                                                                                   |                                                                                   | 30                                                                                |                                                                                   | 30                                                                                 |                                                                                     |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)                | 2070                                                                              |                                                                                   |                                                                                   |                                                                                   | 109                                                                               |                                                                                   | 1483                                                                               |                                                                                     |                                                                                     |                                                                                     | 74                                                                                  |                                                                                     |
| Travel Time (s)                   | 47.0                                                                              |                                                                                   |                                                                                   |                                                                                   | 2.5                                                                               |                                                                                   | 33.7                                                                               |                                                                                     |                                                                                     |                                                                                     | 1.7                                                                                 |                                                                                     |
| Peak Hour Factor                  | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              | 0.81                                                                               | 0.81                                                                                | 0.81                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Heavy Vehicles (%)                | 0%                                                                                | 1%                                                                                | 2%                                                                                | 2%                                                                                | 1%                                                                                | 0%                                                                                | 4%                                                                                 | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Adj. Flow (vph)                   | 0                                                                                 | 380                                                                               | 61                                                                                | 89                                                                                | 509                                                                               | 0                                                                                 | 53                                                                                 | 0                                                                                   | 168                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Shared Lane Traffic (%)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)             | 0                                                                                 | 441                                                                               | 0                                                                                 | 0                                                                                 | 598                                                                               | 0                                                                                 | 0                                                                                  | 221                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Enter Blocked Intersection        | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                 | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment                    | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                               | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)                  | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   | 0                                                                                  |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Link Offset(ft)                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   | 0                                                                                  |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)               | 16                                                                                |                                                                                   |                                                                                   |                                                                                   | 16                                                                                |                                                                                   | 16                                                                                 |                                                                                     |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor                    | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 1.09                                                                              | 1.09                                                                              | 1.09                                                                              | 0.85                                                                               | 0.85                                                                                | 0.85                                                                                | 1.00                                                                                | 0.96                                                                                | 1.00                                                                                |
| Turning Speed (mph)               | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                 |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Sign Control                      | Free                                                                              |                                                                                   |                                                                                   |                                                                                   | Free                                                                              |                                                                                   | Stop                                                                               |                                                                                     |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                        | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:                     | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization | 71.2%                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| ICU Level of Service C            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# 10: E Main Street & Old Jefferson Valley Hill Road (E)

## Lanes, Volumes, Timings

No Action



| Lane Group                              | EBL   | EBT                                                                               | WBT                                                                               | WBR                    | SBL  | SBR   |
|-----------------------------------------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------|------|-------|
| Lane Configurations                     |       |  |  |                        |      |       |
| Traffic Volume (vph)                    | 0     | 497                                                                               | 526                                                                               | 2                      | 0    | 0     |
| Future Volume (vph)                     | 0     | 497                                                                               | 526                                                                               | 2                      | 0    | 0     |
| Ideal Flow (vphpl)                      | 1900  | 1900                                                                              | 1900                                                                              | 1900                   | 1900 | 1900  |
| Lane Util. Factor                       | 1.00  | 1.00                                                                              | 1.00                                                                              | 1.00                   | 1.00 | 1.00  |
| Frt                                     |       |                                                                                   |                                                                                   |                        |      |       |
| Flt Protected                           |       |                                                                                   |                                                                                   |                        |      |       |
| Satd. Flow (prot)                       | 0     | 1863                                                                              | 1863                                                                              | 0                      | 0    | 0     |
| Flt Permitted                           |       |                                                                                   |                                                                                   |                        |      |       |
| Satd. Flow (perm)                       | 0     | 1863                                                                              | 1863                                                                              | 0                      | 0    | 0     |
| Link Speed (mph)                        |       | 30                                                                                | 30                                                                                |                        | 30   |       |
| Link Distance (ft)                      |       | 109                                                                               | 517                                                                               |                        | 116  |       |
| Travel Time (s)                         |       | 2.5                                                                               | 11.8                                                                              |                        | 2.6  |       |
| Peak Hour Factor                        | 0.92  | 0.92                                                                              | 0.92                                                                              | 0.92                   | 0.92 | 0.92  |
| Adj. Flow (vph)                         | 0     | 540                                                                               | 572                                                                               | 2                      | 0    | 0     |
| Shared Lane Traffic (%)                 |       |                                                                                   |                                                                                   |                        |      |       |
| Lane Group Flow (vph)                   | 0     | 540                                                                               | 574                                                                               | 0                      | 0    | 0     |
| Enter Blocked Intersection              | No    | No                                                                                | No                                                                                | No                     | No   | No    |
| Lane Alignment                          | Left  | Left                                                                              | Left                                                                              | Right                  | Left | Right |
| Median Width(ft)                        |       | 0                                                                                 | 0                                                                                 |                        | 0    |       |
| Link Offset(ft)                         |       | 0                                                                                 | 0                                                                                 |                        | 0    |       |
| Crosswalk Width(ft)                     |       | 16                                                                                | 16                                                                                |                        | 16   |       |
| Two way Left Turn Lane                  |       |                                                                                   |                                                                                   |                        |      |       |
| Headway Factor                          | 1.00  | 1.00                                                                              | 1.00                                                                              | 1.00                   | 1.00 | 1.00  |
| Turning Speed (mph)                     | 15    |                                                                                   |                                                                                   | 9                      | 15   | 9     |
| Sign Control                            |       | Free                                                                              | Free                                                                              |                        | Stop |       |
| Intersection Summary                    |       |                                                                                   |                                                                                   |                        |      |       |
| Area Type:                              | Other |                                                                                   |                                                                                   |                        |      |       |
| Control Type: Unsignalized              |       |                                                                                   |                                                                                   |                        |      |       |
| Intersection Capacity Utilization 31.1% |       |                                                                                   |                                                                                   | ICU Level of Service A |      |       |
| Analysis Period (min) 15                |       |                                                                                   |                                                                                   |                        |      |       |

# 11: Old Jefferson Valley Hill Road (W) & Old Jefferson Valley Road/Old Jefferson Valley Hill Road (E) Lanes, Volumes, Timings

No Action

|                                        | →                      | ↘     | ↙    | ←    | ↖    | ↗     |
|----------------------------------------|------------------------|-------|------|------|------|-------|
| Lane Group                             | EBT                    | EBR   | WBL  | WBT  | NBL  | NBR   |
| Lane Configurations                    | ↰                      |       |      | ↱    | ↱    |       |
| Traffic Volume (vph)                   | 0                      | 0     | 0    | 2    | 0    | 0     |
| Future Volume (vph)                    | 0                      | 0     | 0    | 2    | 0    | 0     |
| Ideal Flow (vphpl)                     | 1900                   | 1900  | 1900 | 1900 | 1900 | 1900  |
| Lane Util. Factor                      | 1.00                   | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  |
| Frst                                   |                        |       |      |      |      |       |
| Flt Protected                          |                        |       |      |      |      |       |
| Satd. Flow (prot)                      | 1863                   | 0     | 0    | 1863 | 1863 | 0     |
| Flt Permitted                          |                        |       |      |      |      |       |
| Satd. Flow (perm)                      | 1863                   | 0     | 0    | 1863 | 1863 | 0     |
| Link Speed (mph)                       | 30                     |       |      | 30   | 30   |       |
| Link Distance (ft)                     | 448                    |       |      | 116  | 74   |       |
| Travel Time (s)                        | 10.2                   |       |      | 2.6  | 1.7  |       |
| Peak Hour Factor                       | 0.92                   | 0.92  | 0.92 | 0.92 | 0.92 | 0.92  |
| Adj. Flow (vph)                        | 0                      | 0     | 0    | 2    | 0    | 0     |
| Shared Lane Traffic (%)                |                        |       |      |      |      |       |
| Lane Group Flow (vph)                  | 0                      | 0     | 0    | 2    | 0    | 0     |
| Enter Blocked Intersection             | No                     | No    | No   | No   | No   | No    |
| Lane Alignment                         | Left                   | Right | Left | Left | Left | Right |
| Median Width(ft)                       | 0                      |       |      | 0    | 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  |
| Turning Speed (mph)                    |                        | 9     | 15   |      | 15   | 9     |
| Sign Control                           | Free                   |       |      | Free | Free |       |
| Intersection Summary                   |                        |       |      |      |      |       |
| Area Type:                             | Other                  |       |      |      |      |       |
| Control Type:                          | Unsignalized           |       |      |      |      |       |
| Intersection Capacity Utilization 6.7% | ICU Level of Service A |       |      |      |      |       |
| Analysis Period (min) 15               |                        |       |      |      |      |       |

4: E Main Street & US Route 6  
HCM 6th TWSC

No Action

| Intersection             |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |      |                                                                                   |      |      |                                                                                     |      |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 81.9                                                                              |                                                                                   |      |                                                                                   |                                                                                   |      |      |                                                                                   |      |      |                                                                                     |      |
| Movement                 | EBL                                                                               | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | WBR  | NBL  | NBT                                                                               | NBR  | SBL  | SBT                                                                                 | SBR  |
| Lane Configurations      |  |  |      |  |  |      |      |  |      |      |  |      |
| Traffic Vol, veh/h       | 375                                                                               | 1408                                                                              | 12   | 4                                                                                 | 1429                                                                              | 3    | 12   | 0                                                                                 | 4    | 1    | 0                                                                                   | 373  |
| Future Vol, veh/h        | 375                                                                               | 1408                                                                              | 12   | 4                                                                                 | 1429                                                                              | 3    | 12   | 0                                                                                 | 4    | 1    | 0                                                                                   | 373  |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0    | 0                                                                                 | 0    | 0    | 0                                                                                   | 0    |
| Sign Control             | Free                                                                              | Free                                                                              | Free | Free                                                                              | Free                                                                              | Free | Stop | Stop                                                                              | Stop | Stop | Stop                                                                                | Stop |
| RT Channelized           | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None | -    | -                                                                                 | None | -    | -                                                                                   | None |
| Storage Length           | 150                                                                               | -                                                                                 | -    | 140                                                                               | -                                                                                 | -    | -    | -                                                                                 | -    | -    | -                                                                                   | -    |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -    | 0                                                                                 | -    | -    | 0                                                                                   | -    |
| Grade, %                 | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -    | 0                                                                                 | -    | -    | 0                                                                                   | -    |
| Peak Hour Factor         | 96                                                                                | 96                                                                                | 96   | 92                                                                                | 92                                                                                | 92   | 75   | 75                                                                                | 75   | 87   | 87                                                                                  | 87   |
| Heavy Vehicles, %        | 1                                                                                 | 1                                                                                 | 0    | 0                                                                                 | 1                                                                                 | 0    | 0    | 0                                                                                 | 0    | 0    | 0                                                                                   | 0    |
| Mvmt Flow                | 391                                                                               | 1467                                                                              | 13   | 4                                                                                 | 1553                                                                              | 3    | 16   | 0                                                                                 | 5    | 1    | 0                                                                                   | 429  |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |      |     | Minor2 |      |       |
|----------------------|--------|---|---|--------|---|---|--------|------|-----|--------|------|-------|
| Conflicting Flow All | 1556   | 0 | 0 | 1480   | 0 | 0 | 3041   | 3820 | 740 | 3079   | 3825 | 778   |
| Stage 1              | -      | - | - | -      | - | - | 2256   | 2256 | -   | 1563   | 1563 | -     |
| Stage 2              | -      | - | - | -      | - | - | 785    | 1564 | -   | 1516   | 2262 | -     |
| Critical Hdwy        | 4.12   | - | - | 4.1    | - | - | 7.5    | 6.5  | 6.9 | 7.5    | 6.5  | 6.9   |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.5    | 5.5  | -   | 6.5    | 5.5  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.5    | 5.5  | -   | 6.5    | 5.5  | -     |
| Follow-up Hdwy       | 2.21   | - | - | 2.2    | - | - | 3.5    | 4    | 3.3 | 3.5    | 4    | 3.3   |
| Pot Cap-1 Maneuver   | 426    | - | - | 461    | - | - | ~ 6    | 4    | 364 | 5      | 4    | ~ 343 |
| Stage 1              | -      | - | - | -      | - | - | 43     | 78   | -   | 119    | 174  | -     |
| Stage 2              | -      | - | - | -      | - | - | 356    | 174  | -   | 127    | 78   | -     |
| Platoon blocked, %   |        | - | - |        | - | - |        |      |     |        |      |       |
| Mov Cap-1 Maneuver   | 426    | - | - | 461    | - | - | -      | 0    | 364 | ~ 1    | 0    | ~ 343 |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | -      | 0    | -   | ~ 1    | 0    | -     |
| Stage 1              | -      | - | - | -      | - | - | ~ 4    | 6    | -   | 10     | 172  | -     |
| Stage 2              | -      | - | - | -      | - | - | -      | 172  | -   | 10     | 6    | -     |

| Approach             | EB   | WB | NB | SB       |
|----------------------|------|----|----|----------|
| HCM Control Delay, s | 11.8 | 0  |    | \$ 688.6 |
| HCM LOS              |      |    | -  | F        |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1    |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|----------|
| Capacity (veh/h)      | -     | 426   | -   | -   | 461   | -   | -   | 179      |
| HCM Lane V/C Ratio    | -     | 0.917 | -   | -   | 0.009 | -   | -   | 2.402    |
| HCM Control Delay (s) | -     | 56.7  | -   | -   | 12.9  | -   | -   | \$ 688.6 |
| HCM Lane LOS          | -     | F     | -   | -   | B     | -   | -   | F        |
| HCM 95th %tile Q(veh) | -     | 10.1  | -   | -   | 0     | -   | -   | 35.9     |

| Notes                      |                        |                            |                                |
|----------------------------|------------------------|----------------------------|--------------------------------|
| ~: Volume exceeds capacity | \$: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

5: E Main Street & Old Rt 6  
HCM 6th TWSC

No Action

| Intersection             |                                                                                   |      |        |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.3                                                                               |      |        |                                                                                   |                                                                                   |      |
| Movement                 | EBT                                                                               | EBR  | WBL    | WBT                                                                               | NBL                                                                               | NBR  |
| Lane Configurations      |  |      |        |  |  |      |
| Traffic Vol, veh/h       | 2                                                                                 | 3    | 371    | 2                                                                                 | 0                                                                                 | 378  |
| Future Vol, veh/h        | 2                                                                                 | 3    | 371    | 2                                                                                 | 0                                                                                 | 378  |
| 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         | 31                                                                                | 31   | 88     | 88                                                                                | 91                                                                                | 91   |
| Heavy Vehicles, %        | 50                                                                                | 0    | 0      | 0                                                                                 | 0                                                                                 | 1    |
| Mvmt Flow                | 6                                                                                 | 10   | 422    | 2                                                                                 | 0                                                                                 | 415  |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |      |
| Major/Minor              | Minor2                                                                            |      | Major2 |                                                                                   |                                                                                   |      |
| Conflicting Flow All     | 846                                                                               | 2    | 0      | 0                                                                                 |                                                                                   |      |
| Stage 1                  | 846                                                                               | -    | -      | -                                                                                 |                                                                                   |      |
| Stage 2                  | 0                                                                                 | -    | -      | -                                                                                 |                                                                                   |      |
| Critical Hdwy            | 7                                                                                 | 6.2  | 4.1    | -                                                                                 |                                                                                   |      |
| Critical Hdwy Stg 1      | 6                                                                                 | -    | -      | -                                                                                 |                                                                                   |      |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -      | -                                                                                 |                                                                                   |      |
| Follow-up Hdwy           | 4.45                                                                              | 3.3  | 2.2    | -                                                                                 |                                                                                   |      |
| Pot Cap-1 Maneuver       | 252                                                                               | 1088 | -      | -                                                                                 |                                                                                   |      |
| Stage 1                  | 318                                                                               | -    | -      | -                                                                                 |                                                                                   |      |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 |                                                                                   |      |
| Platoon blocked, %       |                                                                                   |      |        | -                                                                                 |                                                                                   |      |
| Mov Cap-1 Maneuver       | 0                                                                                 | 1088 | -      | -                                                                                 |                                                                                   |      |
| Mov Cap-2 Maneuver       | 0                                                                                 | -    | -      | -                                                                                 |                                                                                   |      |
| Stage 1                  | 0                                                                                 | -    | -      | -                                                                                 |                                                                                   |      |
| Stage 2                  | 0                                                                                 | -    | -      | -                                                                                 |                                                                                   |      |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |      |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |      |
| Approach                 | EB                                                                                |      | WB     |                                                                                   |                                                                                   |      |
| HCM Control Delay, s     | 8.4                                                                               |      |        |                                                                                   |                                                                                   |      |
| HCM LOS                  | A                                                                                 |      |        |                                                                                   |                                                                                   |      |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |      |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | EBLn1                                                                             | WBL  | WBT    |                                                                                   |                                                                                   |      |
| Capacity (veh/h)         | 1088                                                                              | -    | -      |                                                                                   |                                                                                   |      |
| HCM Lane V/C Ratio       | 0.015                                                                             | -    | -      |                                                                                   |                                                                                   |      |
| HCM Control Delay (s)    | 8.4                                                                               | -    | -      |                                                                                   |                                                                                   |      |
| HCM Lane LOS             | A                                                                                 | -    | -      |                                                                                   |                                                                                   |      |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -    | -      |                                                                                   |                                                                                   |      |

7: Lee Boulevard / Lee Road & E Main Street  
HCM 6th TWSC

No Action

| Intersection             |        |      |      |        |       |      |        |       |       |        |      |      |
|--------------------------|--------|------|------|--------|-------|------|--------|-------|-------|--------|------|------|
| Int Delay, s/veh         | 7.6    |      |      |        |       |      |        |       |       |        |      |      |
| Movement                 | EBL    | EBT  | EBR  | WBL    | WBT   | WBR  | NBL    | NBT   | NBR   | SBL    | SBT  | SBR  |
| Lane Configurations      |        | ↕    |      |        | ↕     |      |        | ↕     |       |        | ↕    |      |
| Traffic Vol, veh/h       | 0      | 249  | 102  | 138    | 335   | 1    | 37     | 5     | 217   | 1      | 5    | 0    |
| Future Vol, veh/h        | 0      | 249  | 102  | 138    | 335   | 1    | 37     | 5     | 217   | 1      | 5    | 0    |
| Conflicting Peds, #/hr   | 0      | 0    | 0    | 0      | 0     | 0    | 0      | 0     | 0     | 0      | 0    | 0    |
| Sign Control             | Free   | Free | Free | Free   | Free  | Free | Stop   | Stop  | Stop  | Stop   | Stop | Stop |
| RT Channelized           | -      | -    | None | -      | -     | None | -      | -     | None  | -      | -    | None |
| Storage Length           | -      | -    | -    | -      | -     | -    | -      | -     | -     | -      | -    | -    |
| Veh in Median Storage, # | -      | 0    | -    | -      | 0     | -    | -      | 0     | -     | -      | 0    | -    |
| Grade, %                 | -      | 0    | -    | -      | 0     | -    | -      | 0     | -     | -      | 0    | -    |
| Peak Hour Factor         | 92     | 92   | 92   | 91     | 91    | 91   | 81     | 81    | 81    | 92     | 92   | 92   |
| Heavy Vehicles, %        | 0      | 2    | 0    | 2      | 0     | 0    | 0      | 0     | 1     | 0      | 0    | 0    |
| Mvmt Flow                | 0      | 271  | 111  | 152    | 368   | 1    | 46     | 6     | 268   | 1      | 5    | 0    |
|                          |        |      |      |        |       |      |        |       |       |        |      |      |
| Major/Minor              | Major1 |      |      | Major2 |       |      | Minor1 |       |       | Minor2 |      |      |
| Conflicting Flow All     | 369    | 0    | 0    | 382    | 0     | 0    | 1002   | 1000  | 327   | 1137   | 1055 | 369  |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 327    | 327   | -     | 673    | 673  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 675    | 673   | -     | 464    | 382  | -    |
| Critical Hdwy            | 4.1    | -    | -    | 4.12   | -     | -    | 7.1    | 6.5   | 6.21  | 7.1    | 6.5  | 6.2  |
| Critical Hdwy Stg 1      | -      | -    | -    | -      | -     | -    | 6.1    | 5.5   | -     | 6.1    | 5.5  | -    |
| Critical Hdwy Stg 2      | -      | -    | -    | -      | -     | -    | 6.1    | 5.5   | -     | 6.1    | 5.5  | -    |
| Follow-up Hdwy           | 2.2    | -    | -    | 2.218  | -     | -    | 3.5    | 4     | 3.309 | 3.5    | 4    | 3.3  |
| Pot Cap-1 Maneuver       | 1201   | -    | -    | 1176   | -     | -    | 223    | 245   | 717   | 181    | 227  | 681  |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 690    | 651   | -     | 448    | 457  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 447    | 457   | -     | 582    | 616  | -    |
| Platoon blocked, %       |        | -    | -    |        | -     | -    |        |       |       |        |      |      |
| Mov Cap-1 Maneuver       | 1201   | -    | -    | 1176   | -     | -    | 191    | 205   | 717   | 97     | 190  | 681  |
| Mov Cap-2 Maneuver       | -      | -    | -    | -      | -     | -    | 191    | 205   | -     | 97     | 190  | -    |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 690    | 651   | -     | 448    | 383  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 369    | 383   | -     | 361    | 616  | -    |
|                          |        |      |      |        |       |      |        |       |       |        |      |      |
| Approach                 | EB     |      |      | WB     |       |      | NB     |       |       | SB     |      |      |
| HCM Control Delay, s     | 0      |      |      | 2.5    |       |      | 24.4   |       |       | 27.9   |      |      |
| HCM LOS                  |        |      |      |        |       |      | C      |       |       | D      |      |      |
|                          |        |      |      |        |       |      |        |       |       |        |      |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBL  | EBT  | EBR    | WBL   | WBT  | WBR    | SBLn1 |       |        |      |      |
| Capacity (veh/h)         | 497    | 1201 | -    | -      | 1176  | -    | -      | 164   |       |        |      |      |
| HCM Lane V/C Ratio       | 0.643  | -    | -    | -      | 0.129 | -    | -      | 0.04  |       |        |      |      |
| HCM Control Delay (s)    | 24.4   | 0    | -    | -      | 8.5   | 0    | -      | 27.9  |       |        |      |      |
| HCM Lane LOS             | C      | A    | -    | -      | A     | A    | -      | D     |       |        |      |      |
| HCM 95th %tile Q(veh)    | 4.5    | 0    | -    | -      | 0.4   | -    | -      | 0.1   |       |        |      |      |



9: Hill Boulevard/Old Jefferson Valley Hill Road (W) & E Main Street  
HCM 6th TWSC

No Action

| Intersection             |        |      |      |        |       |      |        |       |      |        |      |      |
|--------------------------|--------|------|------|--------|-------|------|--------|-------|------|--------|------|------|
| Int Delay, s/veh         | 5.1    |      |      |        |       |      |        |       |      |        |      |      |
| Movement                 | EBL    | EBT  | EBR  | WBL    | WBT   | WBR  | NBL    | NBT   | NBR  | SBL    | SBT  | SBR  |
| Lane Configurations      |        | ↕    |      |        | ↕     |      |        | ↕     |      |        | ↕    |      |
| Traffic Vol, veh/h       | 0      | 361  | 58   | 78     | 448   | 0    | 43     | 0     | 136  | 0      | 0    | 0    |
| Future Vol, veh/h        | 0      | 361  | 58   | 78     | 448   | 0    | 43     | 0     | 136  | 0      | 0    | 0    |
| Conflicting Peds, #/hr   | 0      | 0    | 0    | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0    | 0    |
| Sign Control             | Free   | Free | Free | Free   | Free  | Free | Stop   | Stop  | Stop | Stop   | Stop | Stop |
| RT Channelized           | -      | -    | None | -      | -     | None | -      | -     | None | -      | -    | None |
| Storage Length           | -      | -    | -    | -      | -     | -    | -      | -     | -    | -      | -    | -    |
| Veh in Median Storage, # | -      | 0    | -    | -      | 0     | -    | -      | 0     | -    | -      | 0    | -    |
| Grade, %                 | -      | 0    | -    | -      | 0     | -    | -      | 0     | -    | -      | 0    | -    |
| Peak Hour Factor         | 95     | 95   | 95   | 88     | 88    | 88   | 81     | 81    | 81   | 92     | 92   | 92   |
| Heavy Vehicles, %        | 0      | 1    | 2    | 2      | 1     | 0    | 4      | 0     | 0    | 0      | 0    | 0    |
| Mvmt Flow                | 0      | 380  | 61   | 89     | 509   | 0    | 53     | 0     | 168  | 0      | 0    | 0    |
|                          |        |      |      |        |       |      |        |       |      |        |      |      |
| Major/Minor              | Major1 |      |      | Major2 |       |      | Minor1 |       |      | Minor2 |      |      |
| Conflicting Flow All     | 509    | 0    | 0    | 441    | 0     | 0    | 1098   | 1098  | 411  | 1182   | 1128 | 509  |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 411    | 411   | -    | 687    | 687  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 687    | 687   | -    | 495    | 441  | -    |
| Critical Hdwy            | 4.1    | -    | -    | 4.12   | -     | -    | 7.14   | 6.5   | 6.2  | 7.1    | 6.5  | 6.2  |
| Critical Hdwy Stg 1      | -      | -    | -    | -      | -     | -    | 6.14   | 5.5   | -    | 6.1    | 5.5  | -    |
| Critical Hdwy Stg 2      | -      | -    | -    | -      | -     | -    | 6.14   | 5.5   | -    | 6.1    | 5.5  | -    |
| Follow-up Hdwy           | 2.2    | -    | -    | 2.218  | -     | -    | 3.536  | 4     | 3.3  | 3.5    | 4    | 3.3  |
| Pot Cap-1 Maneuver       | 1066   | -    | -    | 1119   | -     | -    | 189    | 215   | 645  | 168    | 206  | 568  |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 614    | 598   | -    | 440    | 450  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 434    | 450   | -    | 560    | 580  | -    |
| Platoon blocked, %       |        | -    | -    |        | -     | -    |        |       |      |        |      |      |
| Mov Cap-1 Maneuver       | 1066   | -    | -    | 1119   | -     | -    | 173    | 191   | 645  | 114    | 183  | 568  |
| Mov Cap-2 Maneuver       | -      | -    | -    | -      | -     | -    | 173    | 191   | -    | 114    | 183  | -    |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 614    | 598   | -    | 440    | 400  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 386    | 400   | -    | 414    | 580  | -    |
|                          |        |      |      |        |       |      |        |       |      |        |      |      |
| Approach                 | EB     |      |      | WB     |       |      | NB     |       |      | SB     |      |      |
| HCM Control Delay, s     | 0      |      |      | 1.3    |       |      | 25.6   |       |      | 0      |      |      |
| HCM LOS                  |        |      |      |        |       |      | D      |       |      | A      |      |      |
|                          |        |      |      |        |       |      |        |       |      |        |      |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBL  | EBT  | EBR    | WBL   | WBT  | WBR    | SBLn1 |      |        |      |      |
| Capacity (veh/h)         | 390    | 1066 | -    | -      | 1119  | -    | -      | -     |      |        |      |      |
| HCM Lane V/C Ratio       | 0.567  | -    | -    | -      | 0.079 | -    | -      | -     |      |        |      |      |
| HCM Control Delay (s)    | 25.6   | 0    | -    | -      | 8.5   | 0    | -      | 0     |      |        |      |      |
| HCM Lane LOS             | D      | A    | -    | -      | A     | A    | -      | A     |      |        |      |      |
| HCM 95th %tile Q(veh)    | 3.4    | 0    | -    | -      | 0.3   | -    | -      | -     |      |        |      |      |



# 1: Barger Street & US Route 6 Lanes, Volumes, Timings

With Action

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |                                                                                   |  |  |                                                                                   |                                                                                    |  |  |  |  |                                                                                     |
| Traffic Volume (vph)       | 14                                                                                | 1371                                                                              | 103                                                                               | 230                                                                               | 678                                                                               | 7                                                                                 | 108                                                                                | 14                                                                                  | 196                                                                                 | 46                                                                                  | 33                                                                                  | 16                                                                                  |
| Future Volume (vph)        | 14                                                                                | 1371                                                                              | 103                                                                               | 230                                                                               | 678                                                                               | 7                                                                                 | 108                                                                                | 14                                                                                  | 196                                                                                 | 46                                                                                  | 33                                                                                  | 16                                                                                  |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 11                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 11                                                                                 | 11                                                                                  | 12                                                                                  | 10                                                                                  | 10                                                                                  | 10                                                                                  |
| Storage Length (ft)        | 200                                                                               |                                                                                   | 0                                                                                 | 335                                                                               |                                                                                   | 0                                                                                 | 0                                                                                  |                                                                                     | 100                                                                                 | 105                                                                                 |                                                                                     | 0                                                                                   |
| Storage Lanes              | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                  |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     | 0                                                                                   |
| Taper Length (ft)          | 150                                                                               |                                                                                   |                                                                                   | 210                                                                               |                                                                                   |                                                                                   | 25                                                                                 |                                                                                     |                                                                                     | 120                                                                                 |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Fr't                       |                                                                                   | 0.990                                                                             |                                                                                   |                                                                                   | 0.999                                                                             |                                                                                   |                                                                                    |                                                                                     | 0.850                                                                               |                                                                                     | 0.951                                                                               |                                                                                     |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                    | 0.958                                                                               |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1631                                                                              | 3420                                                                              | 0                                                                                 | 1687                                                                              | 3502                                                                              | 0                                                                                 | 0                                                                                  | 1528                                                                                | 1482                                                                                | 1685                                                                                | 1621                                                                                | 0                                                                                   |
| Flt Permitted              | 0.348                                                                             |                                                                                   |                                                                                   | 0.089                                                                             |                                                                                   |                                                                                   |                                                                                    | 0.703                                                                               |                                                                                     | 0.674                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 597                                                                               | 3420                                                                              | 0                                                                                 | 158                                                                               | 3502                                                                              | 0                                                                                 | 0                                                                                  | 1121                                                                                | 1482                                                                                | 1195                                                                                | 1621                                                                                | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                    |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   | 10                                                                                |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                    |                                                                                     | 206                                                                                 |                                                                                     | 22                                                                                  |                                                                                     |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 1131                                                                              |                                                                                   |                                                                                   | 642                                                                               |                                                                                   |                                                                                    | 494                                                                                 |                                                                                     |                                                                                     | 419                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 25.7                                                                              |                                                                                   |                                                                                   | 14.6                                                                              |                                                                                   |                                                                                    | 11.2                                                                                |                                                                                     |                                                                                     | 9.5                                                                                 |                                                                                     |
| Peak Hour Factor           | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.95                                                                               | 0.95                                                                                | 0.95                                                                                | 0.73                                                                                | 0.73                                                                                | 0.73                                                                                |
| Heavy Vehicles (%)         | 7%                                                                                | 4%                                                                                | 11%                                                                               | 7%                                                                                | 3%                                                                                | 0%                                                                                | 16%                                                                                | 9%                                                                                  | 9%                                                                                  | 0%                                                                                  | 6%                                                                                  | 0%                                                                                  |
| Adj. Flow (vph)            | 14                                                                                | 1399                                                                              | 105                                                                               | 237                                                                               | 699                                                                               | 7                                                                                 | 114                                                                                | 15                                                                                  | 206                                                                                 | 63                                                                                  | 45                                                                                  | 22                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 14                                                                                | 1504                                                                              | 0                                                                                 | 237                                                                               | 706                                                                               | 0                                                                                 | 0                                                                                  | 129                                                                                 | 206                                                                                 | 63                                                                                  | 67                                                                                  | 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                                                                                |                                                                                   |                                                                                   | 18                                                                                |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 10                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                    | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 1.04                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                               | 1.04                                                                                | 1.00                                                                                | 1.09                                                                                | 1.09                                                                                | 1.09                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                 |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                  | 2                                                                                   | 1                                                                                   | 1                                                                                   | 2                                                                                   |                                                                                     |
| Detector Template          | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                               | Thru                                                                                | Right                                                                               | Left                                                                                | Thru                                                                                |                                                                                     |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                 | 100                                                                                 | 20                                                                                  | 20                                                                                  | 100                                                                                 |                                                                                     |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                 | 6                                                                                   | 20                                                                                  | 20                                                                                  | 6                                                                                   |                                                                                     |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                              | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               |                                                                                     |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                    | 94                                                                                  |                                                                                     |                                                                                     | 94                                                                                  |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                    | 6                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                    | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                             | NA                                                                                |                                                                                   | Perm                                                                               | NA                                                                                  | Perm                                                                                | Perm                                                                                | NA                                                                                  |                                                                                     |

1: Barger Street & US Route 6  
Lanes, Volumes, Timings

With Action

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Protected Phases        | 2                                                                                 | 5                                                                                 |                                                                                   | 6                                                                                 | 1                                                                                 |                                                                                   |                                                                                    | 3                                                                                   |                                                                                     |                                                                                     | 3                                                                                   |                                                                                     |
| Permitted Phases        | 5                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 3                                                                                  |                                                                                     | 3                                                                                   | 3                                                                                   |                                                                                     |                                                                                     |
| Detector Phase          | 2                                                                                 | 5                                                                                 |                                                                                   | 6                                                                                 | 1                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   |                                                                                     |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 6.0                                                                               | 5.0                                                                               |                                                                                   | 6.0                                                                               | 5.0                                                                               |                                                                                   | 6.0                                                                                | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Minimum Split (s)       | 12.0                                                                              | 11.0                                                                              |                                                                                   | 12.0                                                                              | 11.0                                                                              |                                                                                   | 12.0                                                                               | 12.0                                                                                | 12.0                                                                                | 12.0                                                                                | 12.0                                                                                |                                                                                     |
| Total Split (s)         | 20.0                                                                              | 40.0                                                                              |                                                                                   | 20.0                                                                              | 40.0                                                                              |                                                                                   | 30.0                                                                               | 30.0                                                                                | 30.0                                                                                | 30.0                                                                                | 30.0                                                                                |                                                                                     |
| Total Split (%)         | 22.2%                                                                             | 44.4%                                                                             |                                                                                   | 22.2%                                                                             | 44.4%                                                                             |                                                                                   | 33.3%                                                                              | 33.3%                                                                               | 33.3%                                                                               | 33.3%                                                                               | 33.3%                                                                               |                                                                                     |
| Maximum Green (s)       | 14.0                                                                              | 34.0                                                                              |                                                                                   | 14.0                                                                              | 34.0                                                                              |                                                                                   | 24.0                                                                               | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                |                                                                                     |
| Yellow Time (s)         | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| All-Red Time (s)        | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                                | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 |                                                                                     |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Lost Time (s)     | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                    | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Lead/Lag                | Lag                                                                               | Lead                                                                              |                                                                                   | Lag                                                                               | Lead                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                               | Yes                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Vehicle Extension (s)   | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                                | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |
| Recall Mode             | None                                                                              | C-Min                                                                             |                                                                                   | None                                                                              | C-Min                                                                             |                                                                                   | None                                                                               | None                                                                                | None                                                                                | None                                                                                | None                                                                                |                                                                                     |
| Act Effct Green (s)     | 47.5                                                                              | 43.8                                                                              |                                                                                   | 60.7                                                                              | 57.9                                                                              |                                                                                   |                                                                                    | 15.2                                                                                | 15.2                                                                                | 15.2                                                                                | 15.2                                                                                |                                                                                     |
| Actuated g/C Ratio      | 0.53                                                                              | 0.49                                                                              |                                                                                   | 0.67                                                                              | 0.64                                                                              |                                                                                   |                                                                                    | 0.17                                                                                | 0.17                                                                                | 0.17                                                                                | 0.17                                                                                |                                                                                     |
| v/c Ratio               | 0.03                                                                              | 0.90                                                                              |                                                                                   | 0.72                                                                              | 0.31                                                                              |                                                                                   |                                                                                    | 0.69                                                                                | 0.49                                                                                | 0.31                                                                                | 0.23                                                                                |                                                                                     |
| Control Delay           | 10.8                                                                              | 32.2                                                                              |                                                                                   | 40.3                                                                              | 12.2                                                                              |                                                                                   |                                                                                    | 52.1                                                                                | 8.5                                                                                 | 34.5                                                                                | 23.2                                                                                |                                                                                     |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Delay             | 10.8                                                                              | 32.2                                                                              |                                                                                   | 40.3                                                                              | 12.2                                                                              |                                                                                   |                                                                                    | 52.1                                                                                | 8.5                                                                                 | 34.5                                                                                | 23.2                                                                                |                                                                                     |
| LOS                     | B                                                                                 | C                                                                                 |                                                                                   | D                                                                                 | B                                                                                 |                                                                                   |                                                                                    | D                                                                                   | A                                                                                   | C                                                                                   | C                                                                                   |                                                                                     |
| Approach Delay          |                                                                                   | 32.0                                                                              |                                                                                   |                                                                                   | 19.2                                                                              |                                                                                   |                                                                                    | 25.3                                                                                |                                                                                     |                                                                                     | 28.7                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Queue Length 50th (ft)  | 4                                                                                 | 396                                                                               |                                                                                   | 83                                                                                | 88                                                                                |                                                                                   |                                                                                    | 70                                                                                  | 0                                                                                   | 32                                                                                  | 22                                                                                  |                                                                                     |
| Queue Length 95th (ft)  | 10                                                                                | #667                                                                              |                                                                                   | #208                                                                              | 249                                                                               |                                                                                   |                                                                                    | 116                                                                                 | 52                                                                                  | 49                                                                                  | 40                                                                                  |                                                                                     |
| Internal Link Dist (ft) |                                                                                   | 1051                                                                              |                                                                                   |                                                                                   | 562                                                                               |                                                                                   |                                                                                    | 414                                                                                 |                                                                                     |                                                                                     | 339                                                                                 |                                                                                     |
| Turn Bay Length (ft)    | 200                                                                               |                                                                                   |                                                                                   | 335                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     | 100                                                                                 | 105                                                                                 |                                                                                     |                                                                                     |
| Base Capacity (vph)     | 489                                                                               | 1668                                                                              |                                                                                   | 346                                                                               | 2285                                                                              |                                                                                   |                                                                                    | 298                                                                                 | 546                                                                                 | 318                                                                                 | 448                                                                                 |                                                                                     |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Reduced v/c Ratio       | 0.03                                                                              | 0.90                                                                              |                                                                                   | 0.68                                                                              | 0.31                                                                              |                                                                                   |                                                                                    | 0.43                                                                                | 0.38                                                                                | 0.20                                                                                | 0.15                                                                                |                                                                                     |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 86 (96%), Referenced to phase 1:WBTL and 5:EBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 27.0

Intersection LOS: C

Intersection Capacity Utilization 82.3%

ICU Level of Service E

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

# 1: Barger Street & US Route 6 Lanes, Volumes, Timings

With Action

Splits and Phases: 1: Barger Street & US Route 6

|                                                                                          |                                                                                      |                                                                                        |
|------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
|  Ø1 (R) |  Ø2 |  Ø3 |
| 40 s                                                                                     | 20 s                                                                                 | 30 s                                                                                   |
|  Ø5 (R) |  Ø6 |                                                                                        |
| 40 s                                                                                     | 20 s                                                                                 |                                                                                        |

## 2: US Route 6 & Taconic State Parkway SB Ramps

### Lanes, Volumes, Timings

With Action

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |                                                                                   | ↑↑                                                                                | ↑                                                                                 |                                                                                   | ↑↑                                                                                | ↑                                                                                 |                                                                                     |                                                                                     |                                                                                     | ↑                                                                                   |                                                                                     | ↑                                                                                   |
| Traffic Volume (vph)       | 0                                                                                 | 1028                                                                              | 585                                                                               | 0                                                                                 | 736                                                                               | 933                                                                               | 0                                                                                   | 0                                                                                   | 0                                                                                   | 161                                                                                 | 0                                                                                   | 179                                                                                 |
| Future Volume (vph)        | 0                                                                                 | 1028                                                                              | 585                                                                               | 0                                                                                 | 736                                                                               | 933                                                                               | 0                                                                                   | 0                                                                                   | 0                                                                                   | 161                                                                                 | 0                                                                                   | 179                                                                                 |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Storage Length (ft)        | 0                                                                                 |                                                                                   | 325                                                                               | 0                                                                                 |                                                                                   | 600                                                                               | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 105                                                                                 |
| Storage Lanes              | 0                                                                                 |                                                                                   | 1                                                                                 | 0                                                                                 |                                                                                   | 1                                                                                 | 0                                                                                   |                                                                                     | 0                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                        |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 3406                                                                              | 1599                                                                              | 0                                                                                 | 3406                                                                              | 1615                                                                              | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1787                                                                                | 0                                                                                   | 1615                                                                                |
| Flt Permitted              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 3406                                                                              | 1599                                                                              | 0                                                                                 | 3406                                                                              | 1615                                                                              | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1787                                                                                | 0                                                                                   | 1615                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 606                                                                               |                                                                                   |                                                                                   | 1048                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 154                                                                                 |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                     | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 642                                                                               |                                                                                   |                                                                                   | 906                                                                               |                                                                                   |                                                                                     | 282                                                                                 |                                                                                     |                                                                                     | 530                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 14.6                                                                              |                                                                                   |                                                                                   | 20.6                                                                              |                                                                                   |                                                                                     | 6.4                                                                                 |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Peak Hour Factor           | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.25                                                                                | 0.25                                                                                | 0.25                                                                                | 0.80                                                                                | 0.80                                                                                | 0.80                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 6%                                                                                | 1%                                                                                | 0%                                                                                | 6%                                                                                | 0%                                                                                | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 1%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Adj. Flow (vph)            | 0                                                                                 | 1082                                                                              | 616                                                                               | 0                                                                                 | 827                                                                               | 1048                                                                              | 0                                                                                   | 0                                                                                   | 0                                                                                   | 201                                                                                 | 0                                                                                   | 224                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 1082                                                                              | 616                                                                               | 0                                                                                 | 827                                                                               | 1048                                                                              | 0                                                                                   | 0                                                                                   | 0                                                                                   | 201                                                                                 | 0                                                                                   | 224                                                                                 |
| 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                                                                                |                                                                                   |                                                                                   | 24                                                                                |                                                                                   |                                                                                     | 12                                                                                  |                                                                                     |                                                                                     | 24                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     | 26                                                                                  |                                                                                     |
| 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                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        |                                                                                   | 2                                                                                 | 1                                                                                 |                                                                                   | 2                                                                                 | 1                                                                                 |                                                                                     |                                                                                     |                                                                                     | 1                                                                                   |                                                                                     | 1                                                                                   |
| Detector Template          |                                                                                   | Thru                                                                              | Right                                                                             |                                                                                   | Thru                                                                              | Right                                                                             |                                                                                     |                                                                                     |                                                                                     | Left                                                                                |                                                                                     | Right                                                                               |
| Leading Detector (ft)      |                                                                                   | 100                                                                               | 20                                                                                |                                                                                   | 100                                                                               | 20                                                                                |                                                                                     |                                                                                     |                                                                                     | 20                                                                                  |                                                                                     | 20                                                                                  |
| Trailing Detector (ft)     |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     | 0                                                                                   |
| Detector 1 Position(ft)    |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     | 0                                                                                   |
| Detector 1 Size(ft)        |                                                                                   | 6                                                                                 | 20                                                                                |                                                                                   | 6                                                                                 | 20                                                                                |                                                                                     |                                                                                     |                                                                                     | 20                                                                                  |                                                                                     | 20                                                                                  |
| Detector 1 Type            |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                     |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     | Cl+Ex                                                                               |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Detector 1 Queue (s)       |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Detector 1 Delay (s)       |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Turn Type                  |                                                                                   | NA                                                                                | Free                                                                              |                                                                                   | NA                                                                                | Perm                                                                              |                                                                                     |                                                                                     |                                                                                     | Perm                                                                                |                                                                                     | Perm                                                                                |
| Protected Phases           |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 5                                                                                 |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

## 2: US Route 6 & Taconic State Parkway SB Ramps

### Lanes, Volumes, Timings

With Action

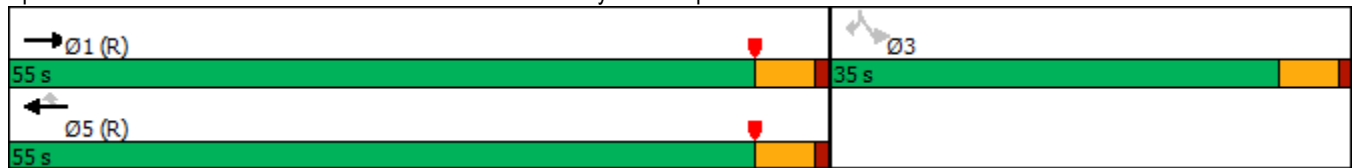
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|----------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|--|
| Lane Group                                                           | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |  |
| Permitted Phases                                                     | Free                                                                              |                                                                                   |                                                                                   | 5                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 3                                                                                   | 3                                                                                   |                                                                                     |  |
| Detector Phase                                                       | 1                                                                                 |                                                                                   |                                                                                   | 5                                                                                 |                                                                                   |                                                                                   | 5                                                                                  |                                                                                     |                                                                                     | 3                                                                                   | 3                                                                                   |                                                                                     |  |
| Switch Phase                                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |
| Minimum Initial (s)                                                  | 10.0                                                                              |                                                                                   |                                                                                   | 10.0                                                                              |                                                                                   |                                                                                   | 10.0                                                                               |                                                                                     |                                                                                     | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |  |
| Minimum Split (s)                                                    | 15.0                                                                              |                                                                                   |                                                                                   | 15.0                                                                              |                                                                                   |                                                                                   | 15.0                                                                               |                                                                                     |                                                                                     | 30.0                                                                                | 30.0                                                                                |                                                                                     |  |
| Total Split (s)                                                      | 55.0                                                                              |                                                                                   |                                                                                   | 55.0                                                                              |                                                                                   |                                                                                   | 55.0                                                                               |                                                                                     |                                                                                     | 35.0                                                                                | 35.0                                                                                |                                                                                     |  |
| Total Split (%)                                                      | 61.1%                                                                             |                                                                                   |                                                                                   | 61.1%                                                                             |                                                                                   |                                                                                   | 61.1%                                                                              |                                                                                     |                                                                                     | 38.9%                                                                               | 38.9%                                                                               |                                                                                     |  |
| Maximum Green (s)                                                    | 50.0                                                                              |                                                                                   |                                                                                   | 50.0                                                                              |                                                                                   |                                                                                   | 50.0                                                                               |                                                                                     |                                                                                     | 30.0                                                                                | 30.0                                                                                |                                                                                     |  |
| Yellow Time (s)                                                      | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                                |                                                                                     |                                                                                     | 4.0                                                                                 | 4.0                                                                                 |                                                                                     |  |
| All-Red Time (s)                                                     | 1.0                                                                               |                                                                                   |                                                                                   | 1.0                                                                               |                                                                                   |                                                                                   | 1.0                                                                                |                                                                                     |                                                                                     | 1.0                                                                                 | 1.0                                                                                 |                                                                                     |  |
| Lost Time Adjust (s)                                                 | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                                |                                                                                     |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |  |
| Total Lost Time (s)                                                  | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                                |                                                                                     |                                                                                     | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |  |
| Lead/Lag                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |
| Lead-Lag Optimize?                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |
| Vehicle Extension (s)                                                | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                                |                                                                                     |                                                                                     | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |  |
| Recall Mode                                                          | C-Min                                                                             |                                                                                   |                                                                                   | C-Min                                                                             |                                                                                   |                                                                                   | C-Min                                                                              |                                                                                     |                                                                                     | None                                                                                | None                                                                                |                                                                                     |  |
| Walk Time (s)                                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 8.0                                                                                 | 8.0                                                                                 |  |
| Flash Dont Walk (s)                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 17.0                                                                                | 17.0                                                                                |  |
| Pedestrian Calls (#/hr)                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   | 0                                                                                   |  |
| Act Effct Green (s)                                                  | 65.4                                                                              |                                                                                   | 90.0                                                                              | 65.4                                                                              |                                                                                   | 65.4                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 14.6                                                                                | 14.6                                                                                |  |
| Actuated g/C Ratio                                                   | 0.73                                                                              |                                                                                   | 1.00                                                                              | 0.73                                                                              |                                                                                   | 0.73                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 0.16                                                                                | 0.16                                                                                |  |
| v/c Ratio                                                            | 0.44                                                                              |                                                                                   | 0.39                                                                              | 0.33                                                                              |                                                                                   | 0.72                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 0.70                                                                                | 0.57                                                                                |  |
| Control Delay                                                        | 8.4                                                                               |                                                                                   | 1.0                                                                               | 5.0                                                                               |                                                                                   | 5.7                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 47.7                                                                                | 17.4                                                                                |  |
| Queue Delay                                                          | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |  |
| Total Delay                                                          | 8.4                                                                               |                                                                                   | 1.0                                                                               | 5.0                                                                               |                                                                                   | 5.7                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 47.7                                                                                | 17.4                                                                                |  |
| LOS                                                                  | A                                                                                 |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   | A                                                                                 |                                                                                    |                                                                                     |                                                                                     |                                                                                     | D                                                                                   | B                                                                                   |  |
| Approach Delay                                                       | 5.7                                                                               |                                                                                   |                                                                                   |                                                                                   | 5.4                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 31.7                                                                                |                                                                                     |  |
| Approach LOS                                                         | A                                                                                 |                                                                                   |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |  |
| Queue Length 50th (ft)                                               | 168                                                                               |                                                                                   | 0                                                                                 | 70                                                                                |                                                                                   | 38                                                                                |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 109                                                                                 | 35                                                                                  |  |
| Queue Length 95th (ft)                                               | m115                                                                              |                                                                                   | m0                                                                                | 120                                                                               |                                                                                   | 153                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 146                                                                                 | 74                                                                                  |  |
| Internal Link Dist (ft)                                              | 562                                                                               |                                                                                   |                                                                                   |                                                                                   | 826                                                                               |                                                                                   | 202                                                                                |                                                                                     |                                                                                     |                                                                                     | 450                                                                                 |                                                                                     |  |
| Turn Bay Length (ft)                                                 |                                                                                   |                                                                                   | 325                                                                               |                                                                                   |                                                                                   | 600                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 105                                                                                 |                                                                                     |  |
| Base Capacity (vph)                                                  | 2475                                                                              |                                                                                   | 1599                                                                              | 2475                                                                              |                                                                                   | 1460                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 595                                                                                 | 641                                                                                 |  |
| 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                                                    | 0.44                                                                              |                                                                                   | 0.39                                                                              | 0.33                                                                              |                                                                                   | 0.72                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 0.34                                                                                | 0.35                                                                                |  |
| Intersection Summary                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |
| Area Type:                                                           | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |
| Cycle Length: 90                                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |
| Actuated Cycle Length: 90                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |
| Offset: 0 (0%), Referenced to phase 1:EBT and 5:WBT, Start of Yellow |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |
| Natural Cycle: 60                                                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |
| Control Type: Actuated-Coordinated                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |
| Maximum v/c Ratio: 0.72                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |
| Intersection Signal Delay: 8.3                                       |                                                                                   |                                                                                   |                                                                                   | Intersection LOS: A                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |
| Intersection Capacity Utilization 61.9%                              |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service B                                                            |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |
| Analysis Period (min) 15                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |

## 2: US Route 6 & Taconic State Parkway SB Ramps Lanes, Volumes, Timings

With Action

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

Splits and Phases: 2: US Route 6 & Taconic State Parkway SB Ramps





### 3: Taconic State Parkway NB Ramps & US Route 6 Lanes, Volumes, Timings

With Action

|                            |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                 | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations        | ↑↑                                                                                | ↑                                                                                 | ↓                                                                                 | ↑↑                                                                                | ↓                                                                                 | ↓↓                                                                                |
| Traffic Volume (vph)       | 1073                                                                              | 116                                                                               | 107                                                                               | 1604                                                                              | 65                                                                                | 311                                                                               |
| Future Volume (vph)        | 1073                                                                              | 116                                                                               | 107                                                                               | 1604                                                                              | 65                                                                                | 311                                                                               |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Lane Width (ft)            | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 13                                                                                | 13                                                                                |
| Storage Length (ft)        |                                                                                   | 550                                                                               | 150                                                                               |                                                                                   | 440                                                                               | 280                                                                               |
| Storage Lanes              |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 |
| Taper Length (ft)          |                                                                                   |                                                                                   | 150                                                                               |                                                                                   | 180                                                                               |                                                                                   |
| Lane Util. Factor          | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 0.88                                                                              |
| Frt                        |                                                                                   | 0.850                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.850                                                                             |
| Flt Protected              |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   | 0.950                                                                             |                                                                                   |
| Satd. Flow (prot)          | 3374                                                                              | 1615                                                                              | 1805                                                                              | 3438                                                                              | 1776                                                                              | 2908                                                                              |
| Flt Permitted              |                                                                                   |                                                                                   | 0.187                                                                             |                                                                                   | 0.950                                                                             |                                                                                   |
| Satd. Flow (perm)          | 3374                                                                              | 1615                                                                              | 355                                                                               | 3438                                                                              | 1776                                                                              | 2908                                                                              |
| Right Turn on Red          |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   |                                                                                   | No                                                                                |
| Satd. Flow (RTOR)          |                                                                                   | 125                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Link Speed (mph)           | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                | 30                                                                                |                                                                                   |
| Link Distance (ft)         | 906                                                                               |                                                                                   |                                                                                   | 737                                                                               | 921                                                                               |                                                                                   |
| Travel Time (s)            | 20.6                                                                              |                                                                                   |                                                                                   | 16.8                                                                              | 20.9                                                                              |                                                                                   |
| Peak Hour Factor           | 0.93                                                                              | 0.93                                                                              | 0.94                                                                              | 0.94                                                                              | 0.89                                                                              | 0.89                                                                              |
| Heavy Vehicles (%)         | 7%                                                                                | 0%                                                                                | 0%                                                                                | 5%                                                                                | 5%                                                                                | 1%                                                                                |
| Adj. Flow (vph)            | 1154                                                                              | 125                                                                               | 114                                                                               | 1706                                                                              | 73                                                                                | 349                                                                               |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Group Flow (vph)      | 1154                                                                              | 125                                                                               | 114                                                                               | 1706                                                                              | 73                                                                                | 349                                                                               |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                |
| Lane Alignment             | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Left                                                                              | Right                                                                             |
| Median Width(ft)           | 24                                                                                |                                                                                   |                                                                                   | 14                                                                                | 13                                                                                |                                                                                   |
| Link Offset(ft)            | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |
| Crosswalk Width(ft)        | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                | 40                                                                                |                                                                                   |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Headway Factor             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.96                                                                              | 0.96                                                                              |
| Turning Speed (mph)        |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 15                                                                                | 9                                                                                 |
| Number of Detectors        | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 |
| Detector Template          | Thru                                                                              | Right                                                                             | Left                                                                              | Thru                                                                              | Left                                                                              | Right                                                                             |
| Leading Detector (ft)      | 100                                                                               | 20                                                                                | 20                                                                                | 100                                                                               | 20                                                                                | 20                                                                                |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Detector 1 Size(ft)        | 6                                                                                 | 20                                                                                | 20                                                                                | 6                                                                                 | 20                                                                                | 20                                                                                |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Detector 2 Position(ft)    | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                   |
| Detector 2 Size(ft)        | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   |
| Detector 2 Type            | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Detector 2 Extend (s)      | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   |
| Turn Type                  | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                | Prot                                                                              | pm+ov                                                                             |

### 3: Taconic State Parkway NB Ramps & US Route 6 Lanes, Volumes, Timings

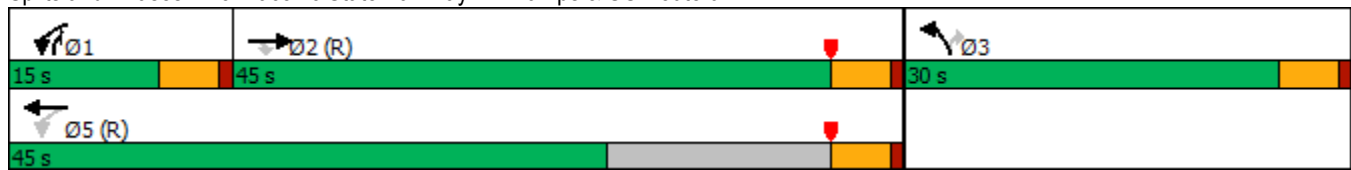
With Action

|                                                                         |       |       |       |                        |       |       |
|-------------------------------------------------------------------------|-------|-------|-------|------------------------|-------|-------|
|                                                                         | →     | ↘     | ↙     | ←                      | ↖     | ↗     |
| Lane Group                                                              | EBT   | EBR   | WBL   | WBT                    | NBL   | NBR   |
| Protected Phases                                                        | 2     |       | 1     | 5                      | 3     | 1     |
| Permitted Phases                                                        |       | 2     | 5     |                        |       | 3     |
| Detector Phase                                                          | 2     | 2     | 1     | 5                      | 3     | 1     |
| Switch Phase                                                            |       |       |       |                        |       |       |
| Minimum Initial (s)                                                     | 10.0  | 10.0  | 5.0   | 10.0                   | 5.0   | 5.0   |
| Minimum Split (s)                                                       | 23.0  | 23.0  | 10.0  | 23.0                   | 10.0  | 10.0  |
| Total Split (s)                                                         | 45.0  | 45.0  | 15.0  | 45.0                   | 30.0  | 15.0  |
| Total Split (%)                                                         | 50.0% | 50.0% | 16.7% | 50.0%                  | 33.3% | 16.7% |
| Maximum Green (s)                                                       | 40.0  | 40.0  | 10.0  | 40.0                   | 25.0  | 10.0  |
| Yellow Time (s)                                                         | 4.0   | 4.0   | 4.0   | 4.0                    | 4.0   | 4.0   |
| All-Red Time (s)                                                        | 1.0   | 1.0   | 1.0   | 1.0                    | 1.0   | 1.0   |
| Lost Time Adjust (s)                                                    | 0.0   | 0.0   | 0.0   | 0.0                    | 0.0   | 0.0   |
| Total Lost Time (s)                                                     | 5.0   | 5.0   | 5.0   | 5.0                    | 5.0   | 5.0   |
| Lead/Lag                                                                | Lag   | Lag   | Lead  |                        |       | Lead  |
| Lead-Lag Optimize?                                                      | Yes   | Yes   | Yes   |                        |       | Yes   |
| Vehicle Extension (s)                                                   | 3.0   | 3.0   | 2.0   | 3.0                    | 2.0   | 2.0   |
| Recall Mode                                                             | C-Min | C-Min | None  | C-Min                  | None  | None  |
| Act Effct Green (s)                                                     | 60.8  | 60.8  | 73.8  | 74.8                   | 8.2   | 19.2  |
| Actuated g/C Ratio                                                      | 0.68  | 0.68  | 0.82  | 0.83                   | 0.09  | 0.21  |
| v/c Ratio                                                               | 0.51  | 0.11  | 0.27  | 0.60                   | 0.45  | 0.56  |
| Control Delay                                                           | 9.3   | 1.3   | 3.8   | 4.7                    | 47.1  | 34.5  |
| Queue Delay                                                             | 0.0   | 0.0   | 0.0   | 0.0                    | 0.0   | 0.0   |
| Total Delay                                                             | 9.3   | 1.3   | 3.8   | 4.7                    | 47.1  | 34.5  |
| LOS                                                                     | A     | A     | A     | A                      | D     | C     |
| Approach Delay                                                          | 8.5   |       |       | 4.6                    | 36.7  |       |
| Approach LOS                                                            | A     |       |       | A                      | D     |       |
| Queue Length 50th (ft)                                                  | 227   | 1     | 10    | 150                    | 40    | 100   |
| Queue Length 95th (ft)                                                  | 250   | 8     | 25    | 248                    | 79    | 135   |
| Internal Link Dist (ft)                                                 | 826   |       |       | 657                    | 841   |       |
| Turn Bay Length (ft)                                                    |       | 550   | 150   |                        | 440   | 280   |
| Base Capacity (vph)                                                     | 2280  | 1131  | 454   | 2858                   | 493   | 688   |
| 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                                                       | 0.51  | 0.11  | 0.25  | 0.60                   | 0.15  | 0.51  |
| Intersection Summary                                                    |       |       |       |                        |       |       |
| Area Type: Other                                                        |       |       |       |                        |       |       |
| Cycle Length: 90                                                        |       |       |       |                        |       |       |
| Actuated Cycle Length: 90                                               |       |       |       |                        |       |       |
| Offset: 16 (18%), Referenced to phase 2:EBT and 5:WBTL, Start of Yellow |       |       |       |                        |       |       |
| Natural Cycle: 45                                                       |       |       |       |                        |       |       |
| Control Type: Actuated-Coordinated                                      |       |       |       |                        |       |       |
| Maximum v/c Ratio: 0.60                                                 |       |       |       |                        |       |       |
| Intersection Signal Delay: 9.9                                          |       |       |       | Intersection LOS: A    |       |       |
| Intersection Capacity Utilization 56.8%                                 |       |       |       | ICU Level of Service B |       |       |
| Analysis Period (min) 15                                                |       |       |       |                        |       |       |

### 3: Taconic State Parkway NB Ramps & US Route 6 Lanes, Volumes, Timings

With Action

Splits and Phases: 3: Taconic State Parkway NB Ramps & US Route 6



#### 4: E Main Street & US Route 6

#### Lanes, Volumes, Timings

With Action

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                        | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |  |  |                                                                                   |  |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)              | 359                                                                               | 1006                                                                              | 19                                                                                | 9                                                                                 | 1170                                                                              | 5                                                                                 | 14                                                                                 | 0                                                                                   | 8                                                                                   | 4                                                                                   | 0                                                                                   | 527                                                                                 |
| Future Volume (vph)               | 359                                                                               | 1006                                                                              | 19                                                                                | 9                                                                                 | 1170                                                                              | 5                                                                                 | 14                                                                                 | 0                                                                                   | 8                                                                                   | 4                                                                                   | 0                                                                                   | 527                                                                                 |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)                   | 14                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 11                                                                                | 11                                                                                | 12                                                                                 | 12                                                                                  | 12                                                                                  | 15                                                                                  | 15                                                                                  | 15                                                                                  |
| Storage Length (ft)               | 150                                                                               |                                                                                   | 0                                                                                 | 140                                                                               |                                                                                   | 0                                                                                 | 0                                                                                  |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   |
| Storage Lanes                     | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                  |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   |
| Taper Length (ft)                 | 130                                                                               |                                                                                   |                                                                                   | 140                                                                               |                                                                                   |                                                                                   | 25                                                                                 |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor                 | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                               |                                                                                   | 0.997                                                                             |                                                                                   |                                                                                   | 0.999                                                                             |                                                                                   |                                                                                    | 0.951                                                                               |                                                                                     |                                                                                     | 0.866                                                                               |                                                                                     |
| Flt Protected                     | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                    | 0.969                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)                 | 1799                                                                              | 3399                                                                              | 0                                                                                 | 1544                                                                              | 3350                                                                              | 0                                                                                 | 0                                                                                  | 1751                                                                                | 0                                                                                   | 0                                                                                   | 1713                                                                                | 0                                                                                   |
| Flt Permitted                     | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                    | 0.969                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)                 | 1799                                                                              | 3399                                                                              | 0                                                                                 | 1544                                                                              | 3350                                                                              | 0                                                                                 | 0                                                                                  | 1751                                                                                | 0                                                                                   | 0                                                                                   | 1713                                                                                | 0                                                                                   |
| Link Speed (mph)                  |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)                |                                                                                   | 737                                                                               |                                                                                   |                                                                                   | 875                                                                               |                                                                                   |                                                                                    | 222                                                                                 |                                                                                     |                                                                                     | 154                                                                                 |                                                                                     |
| Travel Time (s)                   |                                                                                   | 16.8                                                                              |                                                                                   |                                                                                   | 19.9                                                                              |                                                                                   |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     | 3.5                                                                                 |                                                                                     |
| Peak Hour Factor                  | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.35                                                                               | 0.35                                                                                | 0.35                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                |
| Heavy Vehicles (%)                | 7%                                                                                | 6%                                                                                | 0%                                                                                | 13%                                                                               | 4%                                                                                | 20%                                                                               | 0%                                                                                 | 0%                                                                                  | 0%                                                                                  | 100%                                                                                | 0%                                                                                  | 5%                                                                                  |
| Adj. Flow (vph)                   | 395                                                                               | 1105                                                                              | 21                                                                                | 10                                                                                | 1315                                                                              | 6                                                                                 | 40                                                                                 | 0                                                                                   | 23                                                                                  | 4                                                                                   | 0                                                                                   | 579                                                                                 |
| Shared Lane Traffic (%)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)             | 395                                                                               | 1126                                                                              | 0                                                                                 | 10                                                                                | 1321                                                                              | 0                                                                                 | 0                                                                                  | 63                                                                                  | 0                                                                                   | 0                                                                                   | 583                                                                                 | 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)                  |                                                                                   | 17                                                                                |                                                                                   |                                                                                   | 14                                                                                |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Link Offset(ft)                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)               |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 16                                                                                  |                                                                                     |                                                                                     | 26                                                                                  |                                                                                     |
| Two way Left Turn Lane            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor                    | 0.92                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                              | 1.04                                                                              | 1.04                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 0.88                                                                                | 0.88                                                                                | 0.88                                                                                |
| Turning Speed (mph)               | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                 |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                        | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:                     | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization | 95.2%                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service F                                                             |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

## 5: E Main Street & Old Rt 6

### Lanes, Volumes, Timings

With Action

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                        | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations               |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Traffic Volume (vph)              | 3                                                                                 | 58                                                                                | 473                                                                               | 4                                                                                 | 47                                                                                | 317                                                                               |
| Future Volume (vph)               | 3                                                                                 | 58                                                                                | 473                                                                               | 4                                                                                 | 47                                                                                | 317                                                                               |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Lane Width (ft)                   | 10                                                                                | 10                                                                                | 10                                                                                | 10                                                                                | 16                                                                                | 16                                                                                |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Frt                               | 0.872                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.882                                                                             |                                                                                   |
| Flt Protected                     |                                                                                   |                                                                                   |                                                                                   | 0.953                                                                             | 0.994                                                                             |                                                                                   |
| Satd. Flow (prot)                 | 1546                                                                              | 0                                                                                 | 0                                                                                 | 1610                                                                              | 1765                                                                              | 0                                                                                 |
| Flt Permitted                     |                                                                                   |                                                                                   |                                                                                   | 0.953                                                                             | 0.994                                                                             |                                                                                   |
| Satd. Flow (perm)                 | 1546                                                                              | 0                                                                                 | 0                                                                                 | 1610                                                                              | 1765                                                                              | 0                                                                                 |
| Link Speed (mph)                  | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                | 30                                                                                |                                                                                   |
| Link Distance (ft)                | 677                                                                               |                                                                                   |                                                                                   | 840                                                                               | 154                                                                               |                                                                                   |
| Travel Time (s)                   | 15.4                                                                              |                                                                                   |                                                                                   | 19.1                                                                              | 3.5                                                                               |                                                                                   |
| Peak Hour Factor                  | 0.25                                                                              | 0.25                                                                              | 0.91                                                                              | 0.91                                                                              | 0.85                                                                              | 0.85                                                                              |
| Heavy Vehicles (%)                | 0%                                                                                | 0%                                                                                | 5%                                                                                | 0%                                                                                | 0%                                                                                | 8%                                                                                |
| Adj. Flow (vph)                   | 12                                                                                | 232                                                                               | 520                                                                               | 4                                                                                 | 55                                                                                | 373                                                                               |
| Shared Lane Traffic (%)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Group Flow (vph)             | 244                                                                               | 0                                                                                 | 0                                                                                 | 524                                                                               | 428                                                                               | 0                                                                                 |
| Enter Blocked Intersection        | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                |
| Lane Alignment                    | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Left                                                                              | Right                                                                             |
| Median Width(ft)                  | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 16                                                                                |                                                                                   |
| Link Offset(ft)                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |
| Crosswalk Width(ft)               | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                | 16                                                                                |                                                                                   |
| Two way Left Turn Lane            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Headway Factor                    | 1.09                                                                              | 1.09                                                                              | 1.09                                                                              | 1.09                                                                              | 0.85                                                                              | 0.85                                                                              |
| Turning Speed (mph)               |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 15                                                                                | 9                                                                                 |
| Sign Control                      | Stop                                                                              |                                                                                   |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:                        | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:                     | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization | 61.9%                                                                             |                                                                                   |                                                                                   | ICU Level of Service B                                                            |                                                                                   |                                                                                   |
| Analysis Period (min)             | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6

## Lanes, Volumes, Timings

With Action

|                            |  |  |  |  |  |  |   |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |  |  |  |                                                                                   |  |  |                                                                                     |  |  |  |
| Traffic Volume (vph)       | 102                                                                               | 740                                                                               | 176                                                                               | 2                                                                                 | 816                                                                               | 83                                                                                | 145                                                                                 | 69                                                                                  | 5                                                                                   | 41                                                                                  | 67                                                                                  | 223                                                                                 |
| Future Volume (vph)        | 102                                                                               | 740                                                                               | 176                                                                               | 2                                                                                 | 816                                                                               | 83                                                                                | 145                                                                                 | 69                                                                                  | 5                                                                                   | 41                                                                                  | 67                                                                                  | 223                                                                                 |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 11                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 13                                                                                | 13                                                                                | 11                                                                                  | 11                                                                                  | 11                                                                                  | 10                                                                                  | 12                                                                                  | 10                                                                                  |
| Storage Length (ft)        | 415                                                                               |                                                                                   | 335                                                                               | 280                                                                               |                                                                                   | 0                                                                                 | 350                                                                                 |                                                                                     | 0                                                                                   | 110                                                                                 |                                                                                     | 110                                                                                 |
| Storage Lanes              | 1                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 2                                                                                   |                                                                                     | 0                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 80                                                                                |                                                                                   |                                                                                   | 80                                                                                |                                                                                   |                                                                                   | 150                                                                                 |                                                                                     |                                                                                     | 40                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 0.97                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped Bike Factor            |                                                                                   |                                                                                   | 0.98                                                                              | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Frt                        |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   | 0.986                                                                             |                                                                                   |                                                                                     | 0.989                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1616                                                                              | 3406                                                                              | 1599                                                                              | 1745                                                                              | 3503                                                                              | 0                                                                                 | 3351                                                                                | 1816                                                                                | 0                                                                                   | 1560                                                                                | 1792                                                                                | 1449                                                                                |
| Flt Permitted              | 0.113                                                                             |                                                                                   |                                                                                   | 0.303                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 192                                                                               | 3406                                                                              | 1562                                                                              | 556                                                                               | 3503                                                                              | 0                                                                                 | 3351                                                                                | 1816                                                                                | 0                                                                                   | 1560                                                                                | 1792                                                                                | 1449                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 202                                                                               |                                                                                   | 10                                                                                |                                                                                   |                                                                                     | 3                                                                                   |                                                                                     |                                                                                     |                                                                                     | 262                                                                                 |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                     | 30                                                                                  |                                                                                     |                                                                                     |                                                                                     | 30                                                                                  |
| Link Distance (ft)         |                                                                                   | 875                                                                               |                                                                                   |                                                                                   | 2395                                                                              |                                                                                   |                                                                                     | 1106                                                                                |                                                                                     |                                                                                     |                                                                                     | 663                                                                                 |
| Travel Time (s)            |                                                                                   | 19.9                                                                              |                                                                                   |                                                                                   | 54.4                                                                              |                                                                                   |                                                                                     | 25.1                                                                                |                                                                                     |                                                                                     |                                                                                     | 15.1                                                                                |
| Confl. Peds. (#/hr)        |                                                                                   |                                                                                   | 2                                                                                 | 2                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Peak Hour Factor           | 0.87                                                                              | 0.87                                                                              | 0.87                                                                              | 0.84                                                                              | 0.84                                                                              | 0.84                                                                              | 0.88                                                                                | 0.88                                                                                | 0.88                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                |
| Heavy Vehicles (%)         | 8%                                                                                | 6%                                                                                | 1%                                                                                | 0%                                                                                | 5%                                                                                | 5%                                                                                | 1%                                                                                  | 0%                                                                                  | 0%                                                                                  | 8%                                                                                  | 6%                                                                                  | 4%                                                                                  |
| Adj. Flow (vph)            | 117                                                                               | 851                                                                               | 202                                                                               | 2                                                                                 | 971                                                                               | 99                                                                                | 165                                                                                 | 78                                                                                  | 6                                                                                   | 48                                                                                  | 79                                                                                  | 262                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 117                                                                               | 851                                                                               | 202                                                                               | 2                                                                                 | 1070                                                                              | 0                                                                                 | 165                                                                                 | 84                                                                                  | 0                                                                                   | 48                                                                                  | 79                                                                                  | 262                                                                                 |
| 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)           |                                                                                   | 15                                                                                |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                     | 22                                                                                  |                                                                                     |                                                                                     | 10                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 36                                                                                |                                                                                   |                                                                                     | 36                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 1.04                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                              | 0.96                                                                              | 0.96                                                                              | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.09                                                                                | 1.00                                                                                | 1.09                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                   | 2                                                                                   |                                                                                     | 1                                                                                   | 2                                                                                   | 1                                                                                   |
| Detector Template          | Left                                                                              | Thru                                                                              | Right                                                                             | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                                | Thru                                                                                |                                                                                     | Left                                                                                | Thru                                                                                | Right                                                                               |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               | 20                                                                                | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                  | 100                                                                                 |                                                                                     | 20                                                                                  | 100                                                                                 | 20                                                                                  |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 | 20                                                                                | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                  | 6                                                                                   |                                                                                     | 20                                                                                  | 6                                                                                   | 20                                                                                  |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                               | Cl+Ex                                                                               |                                                                                     | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                     | 94                                                                                  |                                                                                     |                                                                                     | 94                                                                                  |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                     | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6

## Lanes, Volumes, Timings

With Action

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Detector 2 Extend (s)   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type               | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                |                                                                                   | Split                                                                              | NA                                                                                  |                                                                                     | Split                                                                               | NA                                                                                  | Perm                                                                                |
| Protected Phases        | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   |                                                                                     | 4                                                                                   | 4                                                                                   |                                                                                     |
| Permitted Phases        | 6                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 4                                                                                   |
| Detector Phase          | 1                                                                                 | 6                                                                                 | 6                                                                                 | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   |                                                                                     | 4                                                                                   | 4                                                                                   | 4                                                                                   |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 2.0                                                                               | 5.0                                                                               | 5.0                                                                               | 2.0                                                                               | 5.0                                                                               |                                                                                   | 2.0                                                                                | 2.0                                                                                 |                                                                                     | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |
| Minimum Split (s)       | 9.5                                                                               | 24.0                                                                              | 24.0                                                                              | 9.5                                                                               | 24.0                                                                              |                                                                                   | 48.0                                                                               | 48.0                                                                                |                                                                                     | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                |
| Total Split (s)         | 21.0                                                                              | 31.0                                                                              | 31.0                                                                              | 16.0                                                                              | 31.0                                                                              |                                                                                   | 24.0                                                                               | 24.0                                                                                |                                                                                     | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                |
| Total Split (%)         | 21.0%                                                                             | 31.0%                                                                             | 31.0%                                                                             | 16.0%                                                                             | 31.0%                                                                             |                                                                                   | 24.0%                                                                              | 24.0%                                                                               |                                                                                     | 24.0%                                                                               | 24.0%                                                                               | 24.0%                                                                               |
| Maximum Green (s)       | 15.0                                                                              | 25.0                                                                              | 25.0                                                                              | 10.0                                                                              | 25.0                                                                              |                                                                                   | 18.0                                                                               | 18.0                                                                                |                                                                                     | 18.0                                                                                | 18.0                                                                                | 18.0                                                                                |
| Yellow Time (s)         | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                | 5.0                                                                                 |                                                                                     | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |
| All-Red Time (s)        | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                                | 1.0                                                                                 |                                                                                     | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)     | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                                | 6.0                                                                                 |                                                                                     | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |
| Lead/Lag                | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                               | Lead                                                                                |                                                                                     | Lag                                                                                 | Lag                                                                                 | Lag                                                                                 |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                | 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                                                                                 | 3.0                                                                                 |
| Recall Mode             | None                                                                              | Min                                                                               | Min                                                                               | None                                                                              | Min                                                                               |                                                                                   | None                                                                               | None                                                                                |                                                                                     | None                                                                                | None                                                                                | None                                                                                |
| Walk Time (s)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 7.0                                                                                | 7.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Flash Dont Walk (s)     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 35.0                                                                               | 35.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Pedestrian Calls (#/hr) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Act Effect Green (s)    | 37.2                                                                              | 35.3                                                                              | 35.3                                                                              | 29.9                                                                              | 25.7                                                                              |                                                                                   | 9.3                                                                                | 9.3                                                                                 |                                                                                     | 9.7                                                                                 | 9.7                                                                                 | 9.7                                                                                 |
| Actuated g/C Ratio      | 0.50                                                                              | 0.47                                                                              | 0.47                                                                              | 0.40                                                                              | 0.34                                                                              |                                                                                   | 0.12                                                                               | 0.12                                                                                |                                                                                     | 0.13                                                                                | 0.13                                                                                | 0.13                                                                                |
| v/c Ratio               | 0.45                                                                              | 0.53                                                                              | 0.24                                                                              | 0.01                                                                              | 0.89                                                                              |                                                                                   | 0.39                                                                               | 0.37                                                                                |                                                                                     | 0.24                                                                                | 0.34                                                                                | 0.63                                                                                |
| Control Delay           | 17.4                                                                              | 17.1                                                                              | 3.7                                                                               | 12.0                                                                              | 36.4                                                                              |                                                                                   | 35.2                                                                               | 36.7                                                                                |                                                                                     | 34.1                                                                                | 35.7                                                                                | 12.0                                                                                |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay             | 17.4                                                                              | 17.1                                                                              | 3.7                                                                               | 12.0                                                                              | 36.4                                                                              |                                                                                   | 35.2                                                                               | 36.7                                                                                |                                                                                     | 34.1                                                                                | 35.7                                                                                | 12.0                                                                                |
| LOS                     | B                                                                                 | B                                                                                 | A                                                                                 | B                                                                                 | D                                                                                 |                                                                                   | D                                                                                  | D                                                                                   |                                                                                     | C                                                                                   | D                                                                                   | B                                                                                   |
| Approach Delay          |                                                                                   | 14.8                                                                              |                                                                                   |                                                                                   | 36.4                                                                              |                                                                                   |                                                                                    | 35.7                                                                                |                                                                                     |                                                                                     | 19.6                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | D                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Queue Length 50th (ft)  | 26                                                                                | 123                                                                               | 0                                                                                 | 0                                                                                 | 245                                                                               |                                                                                   | 37                                                                                 | 35                                                                                  |                                                                                     | 21                                                                                  | 35                                                                                  | 0                                                                                   |
| Queue Length 95th (ft)  | 67                                                                                | 276                                                                               | 40                                                                                | 4                                                                                 | #443                                                                              |                                                                                   | 73                                                                                 | 85                                                                                  |                                                                                     | 52                                                                                  | 75                                                                                  | 53                                                                                  |
| Internal Link Dist (ft) |                                                                                   | 795                                                                               |                                                                                   |                                                                                   | 2315                                                                              |                                                                                   |                                                                                    | 1026                                                                                |                                                                                     |                                                                                     | 583                                                                                 |                                                                                     |
| Turn Bay Length (ft)    | 415                                                                               |                                                                                   | 335                                                                               | 280                                                                               |                                                                                   |                                                                                   | 350                                                                                |                                                                                     |                                                                                     | 110                                                                                 |                                                                                     | 110                                                                                 |
| Base Capacity (vph)     | 389                                                                               | 1669                                                                              | 868                                                                               | 410                                                                               | 1209                                                                              |                                                                                   | 828                                                                                | 451                                                                                 |                                                                                     | 385                                                                                 | 443                                                                                 | 555                                                                                 |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Reduced v/c Ratio       | 0.30                                                                              | 0.51                                                                              | 0.23                                                                              | 0.00                                                                              | 0.89                                                                              |                                                                                   | 0.20                                                                               | 0.19                                                                                |                                                                                     | 0.12                                                                                | 0.18                                                                                | 0.47                                                                                |

### Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 74.7

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 25.3

Intersection LOS: C

## 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6 Lanes, Volumes, Timings

With Action

Intersection Capacity Utilization 58.1%

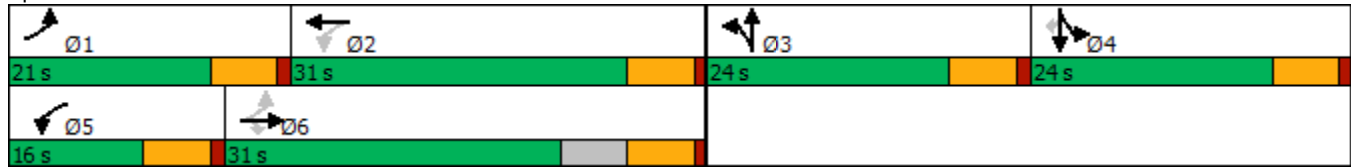
ICU Level of Service B

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6





# 7: Lee Boulevard / Lee Road & E Main Street

## Lanes, Volumes, Timings

With Action

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                        | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                     |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)              | 0                                                                                 | 204                                                                               | 87                                                                                | 131                                                                               | 431                                                                               | 0                                                                                 | 11                                                                                  | 2                                                                                   | 52                                                                                  | 1                                                                                   | 5                                                                                   | 0                                                                                   |
| Future Volume (vph)               | 0                                                                                 | 204                                                                               | 87                                                                                | 131                                                                               | 431                                                                               | 0                                                                                 | 11                                                                                  | 2                                                                                   | 52                                                                                  | 1                                                                                   | 5                                                                                   | 0                                                                                   |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)                   | 12                                                                                | 10                                                                                | 10                                                                                | 10                                                                                | 10                                                                                | 12                                                                                | 16                                                                                  | 12                                                                                  | 16                                                                                  | 10                                                                                  | 10                                                                                  | 10                                                                                  |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                               |                                                                                   | 0.960                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     | 0.892                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Flt Protected                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.988                                                                             |                                                                                   |                                                                                     | 0.992                                                                               |                                                                                     |                                                                                     | 0.992                                                                               |                                                                                     |
| Satd. Flow (prot)                 | 0                                                                                 | 1565                                                                              | 0                                                                                 | 0                                                                                 | 1676                                                                              | 0                                                                                 | 0                                                                                   | 1539                                                                                | 0                                                                                   | 0                                                                                   | 1759                                                                                | 0                                                                                   |
| Flt Permitted                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.988                                                                             |                                                                                   |                                                                                     | 0.992                                                                               |                                                                                     |                                                                                     | 0.992                                                                               |                                                                                     |
| Satd. Flow (perm)                 | 0                                                                                 | 1565                                                                              | 0                                                                                 | 0                                                                                 | 1676                                                                              | 0                                                                                 | 0                                                                                   | 1539                                                                                | 0                                                                                   | 0                                                                                   | 1759                                                                                | 0                                                                                   |
| Link Speed (mph)                  |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                     | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)                |                                                                                   | 840                                                                               |                                                                                   |                                                                                   | 2070                                                                              |                                                                                   |                                                                                     | 663                                                                                 |                                                                                     |                                                                                     | 98                                                                                  |                                                                                     |
| Travel Time (s)                   |                                                                                   | 19.1                                                                              |                                                                                   |                                                                                   | 47.0                                                                              |                                                                                   |                                                                                     | 15.1                                                                                |                                                                                     |                                                                                     | 2.2                                                                                 |                                                                                     |
| Peak Hour Factor                  | 0.79                                                                              | 0.79                                                                              | 0.79                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.76                                                                                | 0.76                                                                                | 0.76                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Heavy Vehicles (%)                | 0%                                                                                | 10%                                                                               | 6%                                                                                | 3%                                                                                | 5%                                                                                | 0%                                                                                | 27%                                                                                 | 0%                                                                                  | 6%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Adj. Flow (vph)                   | 0                                                                                 | 258                                                                               | 110                                                                               | 138                                                                               | 454                                                                               | 0                                                                                 | 14                                                                                  | 3                                                                                   | 68                                                                                  | 1                                                                                   | 5                                                                                   | 0                                                                                   |
| Shared Lane Traffic (%)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)             | 0                                                                                 | 368                                                                               | 0                                                                                 | 0                                                                                 | 592                                                                               | 0                                                                                 | 0                                                                                   | 85                                                                                  | 0                                                                                   | 0                                                                                   | 6                                                                                   | 0                                                                                   |
| Enter Blocked Intersection        | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment                    | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                                | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)                  |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Link Offset(ft)                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)               |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor                    | 1.00                                                                              | 1.09                                                                              | 1.09                                                                              | 1.09                                                                              | 1.09                                                                              | 1.00                                                                              | 0.85                                                                                | 1.00                                                                                | 0.85                                                                                | 1.09                                                                                | 1.09                                                                                | 1.09                                                                                |
| Turning Speed (mph)               | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                        | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:                     | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization | 61.2%                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|                                   | ICU Level of Service B                                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# 8: Hill Boulevard & US Route 6 Lanes, Volumes, Timings

With Action

|                            |  |  |  |  |  |  |   |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (vph)       | 23                                                                                | 727                                                                               | 36                                                                                | 48                                                                                | 820                                                                               | 16                                                                                | 50                                                                                  | 25                                                                                  | 74                                                                                  | 9                                                                                   | 52                                                                                  | 31                                                                                  |
| Future Volume (vph)        | 23                                                                                | 727                                                                               | 36                                                                                | 48                                                                                | 820                                                                               | 16                                                                                | 50                                                                                  | 25                                                                                  | 74                                                                                  | 9                                                                                   | 52                                                                                  | 31                                                                                  |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 11                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 13                                                                                | 13                                                                                | 11                                                                                  | 11                                                                                  | 11                                                                                  | 11                                                                                  | 11                                                                                  | 11                                                                                  |
| Storage Length (ft)        | 280                                                                               |                                                                                   | 0                                                                                 | 400                                                                               |                                                                                   | 0                                                                                 | 85                                                                                  |                                                                                     | 0                                                                                   | 100                                                                                 |                                                                                     | 0                                                                                   |
| Storage Lanes              | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                   |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     | 0                                                                                   |
| Taper Length (ft)          | 80                                                                                |                                                                                   |                                                                                   | 140                                                                               |                                                                                   |                                                                                   | 80                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                        |                                                                                   | 0.993                                                                             |                                                                                   |                                                                                   | 0.997                                                                             |                                                                                   |                                                                                     |                                                                                     | 0.850                                                                               |                                                                                     | 0.944                                                                               |                                                                                     |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1745                                                                              | 3453                                                                              | 0                                                                                 | 1694                                                                              | 3539                                                                              | 0                                                                                 | 1745                                                                                | 1583                                                                                | 1531                                                                                | 1745                                                                                | 1637                                                                                | 0                                                                                   |
| Flt Permitted              | 0.249                                                                             |                                                                                   |                                                                                   | 0.244                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 457                                                                               | 3453                                                                              | 0                                                                                 | 435                                                                               | 3539                                                                              | 0                                                                                 | 1745                                                                                | 1583                                                                                | 1531                                                                                | 1745                                                                                | 1637                                                                                | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   |                                                                                     |                                                                                     | 104                                                                                 |                                                                                     | 27                                                                                  |                                                                                     |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                     | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 2395                                                                              |                                                                                   |                                                                                   | 2100                                                                              |                                                                                   |                                                                                     | 540                                                                                 |                                                                                     |                                                                                     | 1483                                                                                |                                                                                     |
| Travel Time (s)            |                                                                                   | 54.4                                                                              |                                                                                   |                                                                                   | 47.7                                                                              |                                                                                   |                                                                                     | 12.3                                                                                |                                                                                     |                                                                                     | 33.7                                                                                |                                                                                     |
| Peak Hour Factor           | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.87                                                                                | 0.87                                                                                | 0.87                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 4%                                                                                | 0%                                                                                | 3%                                                                                | 5%                                                                                | 9%                                                                                | 0%                                                                                  | 16%                                                                                 | 2%                                                                                  | 0%                                                                                  | 7%                                                                                  | 4%                                                                                  |
| Adj. Flow (vph)            | 25                                                                                | 782                                                                               | 39                                                                                | 54                                                                                | 921                                                                               | 18                                                                                | 57                                                                                  | 29                                                                                  | 85                                                                                  | 11                                                                                  | 64                                                                                  | 38                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 25                                                                                | 821                                                                               | 0                                                                                 | 54                                                                                | 939                                                                               | 0                                                                                 | 57                                                                                  | 29                                                                                  | 85                                                                                  | 11                                                                                  | 102                                                                                 | 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)           |                                                                                   | 15                                                                                |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                     | 14                                                                                  |                                                                                     |                                                                                     | 11                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 1.04                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                              | 0.96                                                                              | 0.96                                                                              | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   | 1                                                                                   | 2                                                                                   |                                                                                     |
| Detector Template          | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                                | Thru                                                                                | Right                                                                               | Left                                                                                | Thru                                                                                |                                                                                     |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                  | 100                                                                                 | 20                                                                                  | 20                                                                                  | 100                                                                                 |                                                                                     |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                  | 6                                                                                   | 20                                                                                  | 20                                                                                  | 6                                                                                   |                                                                                     |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               |                                                                                     |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                     | 94                                                                                  |                                                                                     |                                                                                     | 94                                                                                  |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                     | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                             | NA                                                                                |                                                                                   | Split                                                                               | NA                                                                                  | pm+ov                                                                               | Split                                                                               | NA                                                                                  |                                                                                     |

# 8: Hill Boulevard & US Route 6

## Lanes, Volumes, Timings

With Action

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|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Protected Phases        | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   | 5                                                                                   | 4                                                                                   | 4                                                                                   |                                                                                     |
| Permitted Phases        | 6                                                                                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     | 3                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Detector Phase          | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   | 5                                                                                   | 4                                                                                   | 4                                                                                   |                                                                                     |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 5.0                                                                               | 12.0                                                                              |                                                                                   | 5.0                                                                               | 12.0                                                                              |                                                                                   | 5.0                                                                                | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| Minimum Split (s)       | 11.0                                                                              | 18.0                                                                              |                                                                                   | 11.0                                                                              | 18.0                                                                              |                                                                                   | 11.0                                                                               | 11.0                                                                                | 11.0                                                                                | 41.0                                                                                | 41.0                                                                                |                                                                                     |
| Total Split (s)         | 16.0                                                                              | 36.0                                                                              |                                                                                   | 16.0                                                                              | 36.0                                                                              |                                                                                   | 21.0                                                                               | 21.0                                                                                | 16.0                                                                                | 21.0                                                                                | 21.0                                                                                |                                                                                     |
| Total Split (%)         | 17.0%                                                                             | 38.3%                                                                             |                                                                                   | 17.0%                                                                             | 38.3%                                                                             |                                                                                   | 22.3%                                                                              | 22.3%                                                                               | 17.0%                                                                               | 22.3%                                                                               | 22.3%                                                                               |                                                                                     |
| Maximum Green (s)       | 10.0                                                                              | 30.0                                                                              |                                                                                   | 10.0                                                                              | 30.0                                                                              |                                                                                   | 15.0                                                                               | 15.0                                                                                | 10.0                                                                                | 15.0                                                                                | 15.0                                                                                |                                                                                     |
| Yellow Time (s)         | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| All-Red Time (s)        | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                                | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 |                                                                                     |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Lost Time (s)     | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                                | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Lead/Lag                | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                               | Lead                                                                                | Lead                                                                                | Lag                                                                                 | Lag                                                                                 |                                                                                     |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |                                                                                     |
| Vehicle Extension (s)   | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                                | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |
| Recall Mode             | None                                                                              | Min                                                                               |                                                                                   | None                                                                              | Min                                                                               |                                                                                   | None                                                                               | None                                                                                | None                                                                                | None                                                                                | None                                                                                |                                                                                     |
| Walk Time (s)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |                                                                                     |
| Flash Dont Walk (s)     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 28.0                                                                                | 28.0                                                                                |                                                                                     |
| Pedestrian Calls (#/hr) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |
| Act Effct Green (s)     | 31.3                                                                              | 29.7                                                                              |                                                                                   | 34.8                                                                              | 34.9                                                                              |                                                                                   | 7.3                                                                                | 7.3                                                                                 | 11.8                                                                                | 8.2                                                                                 | 8.2                                                                                 |                                                                                     |
| Actuated g/C Ratio      | 0.49                                                                              | 0.47                                                                              |                                                                                   | 0.55                                                                              | 0.55                                                                              |                                                                                   | 0.12                                                                               | 0.12                                                                                | 0.19                                                                                | 0.13                                                                                | 0.13                                                                                |                                                                                     |
| v/c Ratio               | 0.07                                                                              | 0.51                                                                              |                                                                                   | 0.15                                                                              | 0.48                                                                              |                                                                                   | 0.28                                                                               | 0.16                                                                                | 0.23                                                                                | 0.05                                                                                | 0.43                                                                                |                                                                                     |
| Control Delay           | 10.0                                                                              | 19.7                                                                              |                                                                                   | 10.2                                                                              | 16.0                                                                              |                                                                                   | 35.1                                                                               | 33.4                                                                                | 4.0                                                                                 | 30.2                                                                                | 29.7                                                                                |                                                                                     |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Delay             | 10.0                                                                              | 19.7                                                                              |                                                                                   | 10.2                                                                              | 16.0                                                                              |                                                                                   | 35.1                                                                               | 33.4                                                                                | 4.0                                                                                 | 30.2                                                                                | 29.7                                                                                |                                                                                     |
| LOS                     | A                                                                                 | B                                                                                 |                                                                                   | B                                                                                 | B                                                                                 |                                                                                   | D                                                                                  | C                                                                                   | A                                                                                   | C                                                                                   | C                                                                                   |                                                                                     |
| Approach Delay          |                                                                                   | 19.4                                                                              |                                                                                   |                                                                                   | 15.7                                                                              |                                                                                   |                                                                                    | 19.3                                                                                |                                                                                     |                                                                                     | 29.8                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Queue Length 50th (ft)  | 5                                                                                 | 150                                                                               |                                                                                   | 10                                                                                | 123                                                                               |                                                                                   | 22                                                                                 | 11                                                                                  | 0                                                                                   | 4                                                                                   | 29                                                                                  |                                                                                     |
| Queue Length 95th (ft)  | 18                                                                                | 250                                                                               |                                                                                   | 30                                                                                | 281                                                                               |                                                                                   | 61                                                                                 | 38                                                                                  | 15                                                                                  | 18                                                                                  | 72                                                                                  |                                                                                     |
| Internal Link Dist (ft) |                                                                                   | 2315                                                                              |                                                                                   |                                                                                   | 2020                                                                              |                                                                                   |                                                                                    | 460                                                                                 |                                                                                     |                                                                                     | 1403                                                                                |                                                                                     |
| Turn Bay Length (ft)    | 280                                                                               |                                                                                   |                                                                                   | 400                                                                               |                                                                                   |                                                                                   | 85                                                                                 |                                                                                     |                                                                                     | 100                                                                                 |                                                                                     |                                                                                     |
| Base Capacity (vph)     | 476                                                                               | 1820                                                                              |                                                                                   | 466                                                                               | 1913                                                                              |                                                                                   | 459                                                                                | 416                                                                                 | 475                                                                                 | 459                                                                                 | 450                                                                                 |                                                                                     |
| 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       | 0.05                                                                              | 0.45                                                                              |                                                                                   | 0.12                                                                              | 0.49                                                                              |                                                                                   | 0.12                                                                               | 0.07                                                                                | 0.18                                                                                | 0.02                                                                                | 0.23                                                                                |                                                                                     |

### Intersection Summary

Area Type: Other

Cycle Length: 94

Actuated Cycle Length: 63.4

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 18.2

Intersection LOS: B

Intersection Capacity Utilization 51.8%

ICU Level of Service A

Analysis Period (min) 15

# 8: Hill Boulevard & US Route 6 Lanes, Volumes, Timings

With Action

Splits and Phases: 8: Hill Boulevard & US Route 6

|                                                                                              |                                                                                              |                                                                                              |                                                                                                |
|----------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|
|  Ø1<br>16 s |  Ø2<br>36 s |  Ø3<br>21 s |  Ø4<br>21 s |
|  Ø5<br>16 s |  Ø6<br>36 s |                                                                                              |                                                                                                |

# 9: Hill Boulevard/Old Jefferson Valley Hill Road (W) & E Main Street Lanes, Volumes, Timings

With Action

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|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                        | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)              | 0                                                                                 | 177                                                                               | 28                                                                                | 78                                                                                | 562                                                                               | 0                                                                                 | 3                                                                                  | 0                                                                                   | 22                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Future Volume (vph)               | 0                                                                                 | 177                                                                               | 28                                                                                | 78                                                                                | 562                                                                               | 0                                                                                 | 3                                                                                  | 0                                                                                   | 22                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)                   | 13                                                                                | 13                                                                                | 13                                                                                | 10                                                                                | 10                                                                                | 10                                                                                | 16                                                                                 | 16                                                                                  | 16                                                                                  | 12                                                                                  | 13                                                                                  | 12                                                                                  |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                               |                                                                                   | 0.982                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 0.880                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Flt Protected                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.994                                                                             |                                                                                   |                                                                                    | 0.994                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)                 | 0                                                                                 | 1804                                                                              | 0                                                                                 | 0                                                                                 | 1693                                                                              | 0                                                                                 | 0                                                                                  | 1529                                                                                | 0                                                                                   | 0                                                                                   | 1963                                                                                | 0                                                                                   |
| Flt Permitted                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.994                                                                             |                                                                                   |                                                                                    | 0.994                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)                 | 0                                                                                 | 1804                                                                              | 0                                                                                 | 0                                                                                 | 1693                                                                              | 0                                                                                 | 0                                                                                  | 1529                                                                                | 0                                                                                   | 0                                                                                   | 1963                                                                                | 0                                                                                   |
| Link Speed (mph)                  |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)                |                                                                                   | 2070                                                                              |                                                                                   |                                                                                   | 109                                                                               |                                                                                   |                                                                                    | 1483                                                                                |                                                                                     |                                                                                     | 74                                                                                  |                                                                                     |
| Travel Time (s)                   |                                                                                   | 47.0                                                                              |                                                                                   |                                                                                   | 2.5                                                                               |                                                                                   |                                                                                    | 33.7                                                                                |                                                                                     |                                                                                     | 1.7                                                                                 |                                                                                     |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.56                                                                               | 0.56                                                                                | 0.56                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Heavy Vehicles (%)                | 0%                                                                                | 7%                                                                                | 6%                                                                                | 5%                                                                                | 4%                                                                                | 0%                                                                                | 25%                                                                                | 0%                                                                                  | 23%                                                                                 | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Adj. Flow (vph)                   | 0                                                                                 | 192                                                                               | 30                                                                                | 88                                                                                | 631                                                                               | 0                                                                                 | 5                                                                                  | 0                                                                                   | 39                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Shared Lane Traffic (%)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)             | 0                                                                                 | 222                                                                               | 0                                                                                 | 0                                                                                 | 719                                                                               | 0                                                                                 | 0                                                                                  | 44                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Enter Blocked Intersection        | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                 | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment                    | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                               | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)                  |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Link Offset(ft)                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)               |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                    | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor                    | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 1.09                                                                              | 1.09                                                                              | 1.09                                                                              | 0.85                                                                               | 0.85                                                                                | 0.85                                                                                | 1.00                                                                                | 0.96                                                                                | 1.00                                                                                |
| Turning Speed (mph)               | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                 |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                        | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:                     | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization | 58.2%                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| ICU Level of Service B            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# 10: E Main Street & Old Jefferson Valley Hill Road (E)

## Lanes, Volumes, Timings

With Action

|                                         |  |  |  |  |  |  |
|-----------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                              | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR                                                                               |
| Lane Configurations                     |                                                                                   |  |  |                                                                                   |                                                                                   |                                                                                   |
| Traffic Volume (vph)                    | 0                                                                                 | 199                                                                               | 640                                                                               | 1                                                                                 | 0                                                                                 | 0                                                                                 |
| Future Volume (vph)                     | 0                                                                                 | 199                                                                               | 640                                                                               | 1                                                                                 | 0                                                                                 | 0                                                                                 |
| Ideal Flow (vphpl)                      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Lane Util. Factor                       | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Frt                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Flt Protected                           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Satd. Flow (prot)                       | 0                                                                                 | 1863                                                                              | 1863                                                                              | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Flt Permitted                           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Satd. Flow (perm)                       | 0                                                                                 | 1863                                                                              | 1863                                                                              | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Link Speed (mph)                        |                                                                                   | 30                                                                                | 30                                                                                |                                                                                   | 30                                                                                |                                                                                   |
| Link Distance (ft)                      |                                                                                   | 109                                                                               | 517                                                                               |                                                                                   | 116                                                                               |                                                                                   |
| Travel Time (s)                         |                                                                                   | 2.5                                                                               | 11.8                                                                              |                                                                                   | 2.6                                                                               |                                                                                   |
| Peak Hour Factor                        | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Adj. Flow (vph)                         | 0                                                                                 | 216                                                                               | 696                                                                               | 1                                                                                 | 0                                                                                 | 0                                                                                 |
| Shared Lane Traffic (%)                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Group Flow (vph)                   | 0                                                                                 | 216                                                                               | 697                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Enter Blocked Intersection              | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                |
| Lane Alignment                          | Left                                                                              | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Right                                                                             |
| Median Width(ft)                        |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |
| Link Offset(ft)                         |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |
| Crosswalk Width(ft)                     |                                                                                   | 16                                                                                | 16                                                                                |                                                                                   | 16                                                                                |                                                                                   |
| Two way Left Turn Lane                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Headway Factor                          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Turning Speed (mph)                     | 15                                                                                |                                                                                   |                                                                                   | 9                                                                                 | 15                                                                                | 9                                                                                 |
| Sign Control                            |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   | Stop                                                                              |                                                                                   |
| Intersection Summary                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:                              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type: Unsignalized              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization 37.1% |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service A                                                            |                                                                                   |                                                                                   |
| Analysis Period (min) 15                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# 11: Old Jefferson Valley Hill Road (W) & Old Jefferson Valley Road/Old Jefferson Valley Hill Road (E) Lanes, Volumes, Timings

With Action

|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |
| Lane Group                        | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations               |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Traffic Volume (vph)              | 0                                                                                 | 0                                                                                 | 0                                                                                 | 1                                                                                 | 0                                                                                 | 0                                                                                 |
| Future Volume (vph)               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 1                                                                                 | 0                                                                                 | 0                                                                                 |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Frt                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Flt Protected                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Satd. Flow (prot)                 | 1863                                                                              | 0                                                                                 | 0                                                                                 | 1863                                                                              | 1863                                                                              | 0                                                                                 |
| Flt Permitted                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Satd. Flow (perm)                 | 1863                                                                              | 0                                                                                 | 0                                                                                 | 1863                                                                              | 1863                                                                              | 0                                                                                 |
| Link Speed (mph)                  | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                | 30                                                                                |                                                                                   |
| Link Distance (ft)                | 448                                                                               |                                                                                   |                                                                                   | 116                                                                               | 74                                                                                |                                                                                   |
| Travel Time (s)                   | 10.2                                                                              |                                                                                   |                                                                                   | 2.6                                                                               | 1.7                                                                               |                                                                                   |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Adj. Flow (vph)                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 1                                                                                 | 0                                                                                 | 0                                                                                 |
| Shared Lane Traffic (%)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Group Flow (vph)             | 0                                                                                 | 0                                                                                 | 0                                                                                 | 1                                                                                 | 0                                                                                 | 0                                                                                 |
| Enter Blocked Intersection        | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                |
| Lane Alignment                    | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Left                                                                              | Right                                                                             |
| Median Width(ft)                  | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 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                                                                              |
| Turning Speed (mph)               |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 15                                                                                | 9                                                                                 |
| Sign Control                      | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:                        | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:                     | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization | 6.7%                                                                              |                                                                                   |                                                                                   | ICU Level of Service A                                                            |                                                                                   |                                                                                   |
| Analysis Period (min)             | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

#### 4: E Main Street & US Route 6 HCM 6th TWSC

With Action

| Intersection               |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |                                |        |                                                                                     |       |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|--------------------------------|--------|-------------------------------------------------------------------------------------|-------|
| Int Delay, s/veh           | 381                                                                               |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |                                |        |                                                                                     |       |
| Movement                   | EBL                                                                               | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | WBR  | NBL    | NBT                                                                               | NBR                            | SBL    | SBT                                                                                 | SBR   |
| Lane Configurations        |  |  |      |  |  |      |        |  |                                |        |  |       |
| Traffic Vol, veh/h         | 359                                                                               | 1006                                                                              | 19   | 9                                                                                 | 1170                                                                              | 5    | 14     | 0                                                                                 | 8                              | 4      | 0                                                                                   | 527   |
| Future Vol, veh/h          | 359                                                                               | 1006                                                                              | 19   | 9                                                                                 | 1170                                                                              | 5    | 14     | 0                                                                                 | 8                              | 4      | 0                                                                                   | 527   |
| Conflicting Peds, #/hr     | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0      | 0                                                                                 | 0                              | 0      | 0                                                                                   | 0     |
| Sign Control               | Free                                                                              | Free                                                                              | Free | Free                                                                              | Free                                                                              | Free | Stop   | Stop                                                                              | Stop                           | Stop   | Stop                                                                                | Stop  |
| RT Channelized             | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None | -      | -                                                                                 | None                           | -      | -                                                                                   | None  |
| Storage Length             | 150                                                                               | -                                                                                 | -    | 140                                                                               | -                                                                                 | -    | -      | -                                                                                 | -                              | -      | -                                                                                   | -     |
| Veh in Median Storage, #   | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -      | 0                                                                                 | -                              | -      | 0                                                                                   | -     |
| Grade, %                   | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -      | 0                                                                                 | -                              | -      | 0                                                                                   | -     |
| Peak Hour Factor           | 91                                                                                | 91                                                                                | 91   | 89                                                                                | 89                                                                                | 89   | 35     | 35                                                                                | 35                             | 91     | 91                                                                                  | 91    |
| Heavy Vehicles, %          | 7                                                                                 | 6                                                                                 | 0    | 13                                                                                | 4                                                                                 | 20   | 0      | 0                                                                                 | 0                              | 100    | 0                                                                                   | 5     |
| Mvmt Flow                  | 395                                                                               | 1105                                                                              | 21   | 10                                                                                | 1315                                                                              | 6    | 40     | 0                                                                                 | 23                             | 4      | 0                                                                                   | 579   |
|                            |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |                                |        |                                                                                     |       |
| Major/Minor                | Major1                                                                            |                                                                                   |      | Major2                                                                            |                                                                                   |      | Minor1 |                                                                                   |                                | Minor2 |                                                                                     |       |
| Conflicting Flow All       | 1321                                                                              | 0                                                                                 | 0    | 1126                                                                              | 0                                                                                 | 0    | 2584   | 3247                                                                              | 563                            | 2681   | 3254                                                                                | 661   |
| Stage 1                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 1906   | 1906                                                                              | -                              | 1338   | 1338                                                                                | -     |
| Stage 2                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 678    | 1341                                                                              | -                              | 1343   | 1916                                                                                | -     |
| Critical Hdwy              | 4.24                                                                              | -                                                                                 | -    | 4.36                                                                              | -                                                                                 | -    | 7.5    | 6.5                                                                               | 6.9                            | 9.5    | 6.5                                                                                 | 7     |
| Critical Hdwy Stg 1        | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 6.5    | 5.5                                                                               | -                              | 8.5    | 5.5                                                                                 | -     |
| Critical Hdwy Stg 2        | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 6.5    | 5.5                                                                               | -                              | 8.5    | 5.5                                                                                 | -     |
| Follow-up Hdwy             | 2.27                                                                              | -                                                                                 | -    | 2.33                                                                              | -                                                                                 | -    | 3.5    | 4                                                                                 | 3.3                            | 4.5    | 4                                                                                   | 3.35  |
| Pot Cap-1 Maneuver         | 493                                                                               | -                                                                                 | -    | 556                                                                               | -                                                                                 | -    | ~ 13   | 9                                                                                 | 475                            | ~ 2    | 9                                                                                   | ~ 398 |
| Stage 1                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 72     | 118                                                                               | -                              | 70     | 224                                                                                 | -     |
| Stage 2                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 413    | 223                                                                               | -                              | 69     | 116                                                                                 | -     |
| Platoon blocked, %         |                                                                                   | -                                                                                 | -    |                                                                                   | -                                                                                 | -    |        |                                                                                   |                                |        |                                                                                     |       |
| Mov Cap-1 Maneuver         | 493                                                                               | -                                                                                 | -    | 556                                                                               | -                                                                                 | -    | -      | 2                                                                                 | 475                            | ~ 1    | 2                                                                                   | ~ 398 |
| Mov Cap-2 Maneuver         | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | 2                                                                                 | -                              | ~ 1    | 2                                                                                   | -     |
| Stage 1                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | ~ 14   | 23                                                                                | -                              | 14     | 220                                                                                 | -     |
| Stage 2                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | 219                                                                               | -                              | 13     | 23                                                                                  | -     |
|                            |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |                                |        |                                                                                     |       |
| Approach                   | EB                                                                                |                                                                                   | WB   |                                                                                   |                                                                                   | NB   |        |                                                                                   | SB                             |        |                                                                                     |       |
| HCM Control Delay, s       | 9.2                                                                               |                                                                                   | 0.1  |                                                                                   |                                                                                   |      |        |                                                                                   | \$ 2259.4                      |        |                                                                                     |       |
| HCM LOS                    |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   | -    |        |                                                                                   | F                              |        |                                                                                     |       |
|                            |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |                                |        |                                                                                     |       |
| Minor Lane/Major Mvmt      | NBLn1                                                                             | EBL                                                                               | EBT  | EBR                                                                               | WBL                                                                               | WBT  | WBR    | SBLn1                                                                             |                                |        |                                                                                     |       |
| Capacity (veh/h)           | -                                                                                 | 493                                                                               | -    | -                                                                                 | 556                                                                               | -    | -      | 100                                                                               |                                |        |                                                                                     |       |
| HCM Lane V/C Ratio         | -                                                                                 | 0.8                                                                               | -    | -                                                                                 | 0.018                                                                             | -    | -      | 5.835                                                                             |                                |        |                                                                                     |       |
| HCM Control Delay (s)      | -                                                                                 | 35.5                                                                              | -    | -                                                                                 | 11.6                                                                              | -    | -      | \$ 2259.4                                                                         |                                |        |                                                                                     |       |
| HCM Lane LOS               | -                                                                                 | E                                                                                 | -    | -                                                                                 | B                                                                                 | -    | -      | F                                                                                 |                                |        |                                                                                     |       |
| HCM 95th %tile Q(veh)      | -                                                                                 | 7.5                                                                               | -    | -                                                                                 | 0.1                                                                               | -    | -      | 63.9                                                                              |                                |        |                                                                                     |       |
| Notes                      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |                                |        |                                                                                     |       |
| ~: Volume exceeds capacity |                                                                                   | \$: Delay exceeds 300s                                                            |      |                                                                                   | +: Computation Not Defined                                                        |      |        |                                                                                   | *: All major volume in platoon |        |                                                                                     |       |



5: E Main Street & Old Rt 6  
HCM 6th TWSC

With Action

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 3                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Movement                 | EBT                                                                               | EBR    | WBL   | WBT                                                                               | NBL                                                                               | NBR  |
| Lane Configurations      |  |        |       |  |  |      |
| Traffic Vol, veh/h       | 3                                                                                 | 58     | 473   | 4                                                                                 | 47                                                                                | 317  |
| Future Vol, veh/h        | 3                                                                                 | 58     | 473   | 4                                                                                 | 47                                                                                | 317  |
| 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         | 25                                                                                | 25     | 91    | 91                                                                                | 85                                                                                | 85   |
| Heavy Vehicles, %        | 0                                                                                 | 0      | 5     | 0                                                                                 | 0                                                                                 | 8    |
| Mvmt Flow                | 12                                                                                | 232    | 520   | 4                                                                                 | 55                                                                                | 373  |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |      |
| Major/Minor              | Minor2                                                                            | Major2 |       |                                                                                   |                                                                                   |      |
| Conflicting Flow All     | 1044                                                                              | 4      | 0     | 0                                                                                 |                                                                                   |      |
| Stage 1                  | 1044                                                                              | -      | -     | -                                                                                 |                                                                                   |      |
| Stage 2                  | 0                                                                                 | -      | -     | -                                                                                 |                                                                                   |      |
| Critical Hdwy            | 6.5                                                                               | 6.2    | 4.15  | -                                                                                 |                                                                                   |      |
| Critical Hdwy Stg 1      | 5.5                                                                               | -      | -     | -                                                                                 |                                                                                   |      |
| Critical Hdwy Stg 2      | -                                                                                 | -      | -     | -                                                                                 |                                                                                   |      |
| Follow-up Hdwy           | 4                                                                                 | 3.3    | 2.245 | -                                                                                 |                                                                                   |      |
| Pot Cap-1 Maneuver       | 231                                                                               | 1085   | -     | -                                                                                 |                                                                                   |      |
| Stage 1                  | 309                                                                               | -      | -     | -                                                                                 |                                                                                   |      |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 |                                                                                   |      |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 |                                                                                   |      |
| Mov Cap-1 Maneuver       | 0                                                                                 | 1085   | -     | -                                                                                 |                                                                                   |      |
| Mov Cap-2 Maneuver       | 0                                                                                 | -      | -     | -                                                                                 |                                                                                   |      |
| Stage 1                  | 0                                                                                 | -      | -     | -                                                                                 |                                                                                   |      |
| Stage 2                  | 0                                                                                 | -      | -     | -                                                                                 |                                                                                   |      |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |      |
| Approach                 | EB                                                                                | WB     |       |                                                                                   |                                                                                   |      |
| HCM Control Delay, s     | 9.3                                                                               |        |       |                                                                                   |                                                                                   |      |
| HCM LOS                  | A                                                                                 |        |       |                                                                                   |                                                                                   |      |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | EBLn1                                                                             | WBL    | WBT   |                                                                                   |                                                                                   |      |
| Capacity (veh/h)         | 1085                                                                              | -      | -     |                                                                                   |                                                                                   |      |
| HCM Lane V/C Ratio       | 0.225                                                                             | -      | -     |                                                                                   |                                                                                   |      |
| HCM Control Delay (s)    | 9.3                                                                               | -      | -     |                                                                                   |                                                                                   |      |
| HCM Lane LOS             | A                                                                                 | -      | -     |                                                                                   |                                                                                   |      |
| HCM 95th %tile Q(veh)    | 0.9                                                                               | -      | -     |                                                                                   |                                                                                   |      |

7: Lee Boulevard / Lee Road & E Main Street  
HCM 6th TWSC

With Action

| 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       | 0      | 204  | 87   | 131    | 431   | 0    | 11     | 2     | 52    | 1      | 5    | 0    |
| Future Vol, veh/h        | 0      | 204  | 87   | 131    | 431   | 0    | 11     | 2     | 52    | 1      | 5    | 0    |
| Conflicting Peds, #/hr   | 0      | 0    | 0    | 0      | 0     | 0    | 0      | 0     | 0     | 0      | 0    | 0    |
| Sign Control             | Free   | Free | Free | Free   | Free  | Free | Stop   | Stop  | Stop  | Stop   | Stop | Stop |
| RT Channelized           | -      | -    | None | -      | -     | None | -      | -     | None  | -      | -    | None |
| Storage Length           | -      | -    | -    | -      | -     | -    | -      | -     | -     | -      | -    | -    |
| Veh in Median Storage, # | -      | 0    | -    | -      | 0     | -    | -      | 0     | -     | -      | 0    | -    |
| Grade, %                 | -      | 0    | -    | -      | 0     | -    | -      | 0     | -     | -      | 0    | -    |
| Peak Hour Factor         | 79     | 79   | 79   | 95     | 95    | 95   | 76     | 76    | 76    | 92     | 92   | 92   |
| Heavy Vehicles, %        | 0      | 10   | 6    | 3      | 5     | 0    | 27     | 0     | 6     | 0      | 0    | 0    |
| Mvmt Flow                | 0      | 258  | 110  | 138    | 454   | 0    | 14     | 3     | 68    | 1      | 5    | 0    |
|                          |        |      |      |        |       |      |        |       |       |        |      |      |
| Major/Minor              | Major1 |      |      | Major2 |       |      | Minor1 |       |       | Minor2 |      |      |
| Conflicting Flow All     | 454    | 0    | 0    | 368    | 0     | 0    | 1046   | 1043  | 313   | 1079   | 1098 | 454  |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 313    | 313   | -     | 730    | 730  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 733    | 730   | -     | 349    | 368  | -    |
| Critical Hdwy            | 4.1    | -    | -    | 4.13   | -     | -    | 7.37   | 6.5   | 6.26  | 7.1    | 6.5  | 6.2  |
| Critical Hdwy Stg 1      | -      | -    | -    | -      | -     | -    | 6.37   | 5.5   | -     | 6.1    | 5.5  | -    |
| Critical Hdwy Stg 2      | -      | -    | -    | -      | -     | -    | 6.37   | 5.5   | -     | 6.1    | 5.5  | -    |
| Follow-up Hdwy           | 2.2    | -    | -    | 2.227  | -     | -    | 3.743  | 4     | 3.354 | 3.5    | 4    | 3.3  |
| Pot Cap-1 Maneuver       | 1117   | -    | -    | 1185   | -     | -    | 185    | 231   | 718   | 198    | 215  | 610  |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 648    | 661   | -     | 417    | 431  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 376    | 431   | -     | 671    | 625  | -    |
| Platoon blocked, %       |        | -    | -    |        | -     | -    |        |       |       |        |      |      |
| Mov Cap-1 Maneuver       | 1117   | -    | -    | 1185   | -     | -    | 159    | 195   | 718   | 156    | 181  | 610  |
| Mov Cap-2 Maneuver       | -      | -    | -    | -      | -     | -    | 159    | 195   | -     | 156    | 181  | -    |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 648    | 661   | -     | 417    | 364  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 313    | 364   | -     | 605    | 625  | -    |
|                          |        |      |      |        |       |      |        |       |       |        |      |      |
| Approach                 | EB     |      |      | WB     |       |      | NB     |       |       | SB     |      |      |
| HCM Control Delay, s     | 0      |      |      | 2      |       |      | 15.5   |       |       | 26.2   |      |      |
| HCM LOS                  |        |      |      |        |       |      | C      |       |       | D      |      |      |
|                          |        |      |      |        |       |      |        |       |       |        |      |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBL  | EBT  | EBR    | WBL   | WBT  | WBR    | SBLn1 |       |        |      |      |
| Capacity (veh/h)         | 428    | 1117 | -    | -      | 1185  | -    | -      | 176   |       |        |      |      |
| HCM Lane V/C Ratio       | 0.2    | -    | -    | -      | 0.116 | -    | -      | 0.037 |       |        |      |      |
| HCM Control Delay (s)    | 15.5   | 0    | -    | -      | 8.4   | 0    | -      | 26.2  |       |        |      |      |
| HCM Lane LOS             | C      | A    | -    | -      | A     | A    | -      | D     |       |        |      |      |
| HCM 95th %tile Q(veh)    | 0.7    | 0    | -    | -      | 0.4   | -    | -      | 0.1   |       |        |      |      |

9: Hill Boulevard/Old Jefferson Valley Hill Road (W) & E Main Street  
HCM 6th TWSC

With Action

| Intersection             |        |      |      |        |       |      |        |       |       |        |      |      |
|--------------------------|--------|------|------|--------|-------|------|--------|-------|-------|--------|------|------|
| Int Delay, s/veh         | 1.3    |      |      |        |       |      |        |       |       |        |      |      |
| Movement                 | EBL    | EBT  | EBR  | WBL    | WBT   | WBR  | NBL    | NBT   | NBR   | SBL    | SBT  | SBR  |
| Lane Configurations      |        | ↕    |      |        | ↕     |      |        | ↕     |       |        | ↕    |      |
| Traffic Vol, veh/h       | 0      | 177  | 28   | 78     | 562   | 0    | 3      | 0     | 22    | 0      | 0    | 0    |
| Future Vol, veh/h        | 0      | 177  | 28   | 78     | 562   | 0    | 3      | 0     | 22    | 0      | 0    | 0    |
| Conflicting Peds, #/hr   | 0      | 0    | 0    | 0      | 0     | 0    | 0      | 0     | 0     | 0      | 0    | 0    |
| Sign Control             | Free   | Free | Free | Free   | Free  | Free | Stop   | Stop  | Stop  | Stop   | Stop | Stop |
| RT Channelized           | -      | -    | None | -      | -     | None | -      | -     | None  | -      | -    | None |
| Storage Length           | -      | -    | -    | -      | -     | -    | -      | -     | -     | -      | -    | -    |
| Veh in Median Storage, # | -      | 0    | -    | -      | 0     | -    | -      | 0     | -     | -      | 0    | -    |
| Grade, %                 | -      | 0    | -    | -      | 0     | -    | -      | 0     | -     | -      | 0    | -    |
| Peak Hour Factor         | 92     | 92   | 92   | 89     | 89    | 89   | 56     | 56    | 56    | 92     | 92   | 92   |
| Heavy Vehicles, %        | 0      | 7    | 6    | 5      | 4     | 0    | 25     | 0     | 23    | 0      | 0    | 0    |
| Mvmt Flow                | 0      | 192  | 30   | 88     | 631   | 0    | 5      | 0     | 39    | 0      | 0    | 0    |
|                          |        |      |      |        |       |      |        |       |       |        |      |      |
| Major/Minor              | Major1 |      |      | Major2 |       |      | Minor1 |       |       | Minor2 |      |      |
| Conflicting Flow All     | 631    | 0    | 0    | 222    | 0     | 0    | 1014   | 1014  | 207   | 1034   | 1029 | 631  |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 207    | 207   | -     | 807    | 807  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 807    | 807   | -     | 227    | 222  | -    |
| Critical Hdwy            | 4.1    | -    | -    | 4.15   | -     | -    | 7.35   | 6.5   | 6.43  | 7.1    | 6.5  | 6.2  |
| Critical Hdwy Stg 1      | -      | -    | -    | -      | -     | -    | 6.35   | 5.5   | -     | 6.1    | 5.5  | -    |
| Critical Hdwy Stg 2      | -      | -    | -    | -      | -     | -    | 6.35   | 5.5   | -     | 6.1    | 5.5  | -    |
| Follow-up Hdwy           | 2.2    | -    | -    | 2.245  | -     | -    | 3.725  | 4     | 3.507 | 3.5    | 4    | 3.3  |
| Pot Cap-1 Maneuver       | 961    | -    | -    | 1329   | -     | -    | 197    | 240   | 783   | 212    | 236  | 485  |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 745    | 734   | -     | 378    | 397  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 343    | 397   | -     | 780    | 723  | -    |
| Platoon blocked, %       |        | -    | -    |        | -     | -    |        |       |       |        |      |      |
| Mov Cap-1 Maneuver       | 961    | -    | -    | 1329   | -     | -    | 182    | 216   | 783   | 186    | 212  | 485  |
| Mov Cap-2 Maneuver       | -      | -    | -    | -      | -     | -    | 182    | 216   | -     | 186    | 212  | -    |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 745    | 734   | -     | 378    | 357  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 308    | 357   | -     | 741    | 723  | -    |
|                          |        |      |      |        |       |      |        |       |       |        |      |      |
|                          |        |      |      |        |       |      |        |       |       |        |      |      |
| Approach                 | EB     |      |      | WB     |       |      | NB     |       |       | SB     |      |      |
| HCM Control Delay, s     | 0      |      |      | 1      |       |      | 12     |       |       | 0      |      |      |
| HCM LOS                  |        |      |      |        |       |      | B      |       |       | A      |      |      |
|                          |        |      |      |        |       |      |        |       |       |        |      |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBL  | EBT  | EBR    | WBL   | WBT  | WBR    | SBLn1 |       |        |      |      |
| Capacity (veh/h)         | 561    | 961  | -    | -      | 1329  | -    | -      | -     |       |        |      |      |
| HCM Lane V/C Ratio       | 0.08   | -    | -    | -      | 0.066 | -    | -      | -     |       |        |      |      |
| HCM Control Delay (s)    | 12     | 0    | -    | -      | 7.9   | 0    | -      | 0     |       |        |      |      |
| HCM Lane LOS             | B      | A    | -    | -      | A     | A    | -      | A     |       |        |      |      |
| HCM 95th %tile Q(veh)    | 0.3    | 0    | -    | -      | 0.2   | -    | -      | -     |       |        |      |      |



# 1: Barger Street & US Route 6 Lanes, Volumes, Timings

With Action

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |                                                                                   |  |  |                                                                                   |                                                                                    |  |  |  |  |                                                                                     |
| Traffic Volume (vph)       | 5                                                                                 | 1107                                                                              | 111                                                                               | 270                                                                               | 1118                                                                              | 7                                                                                 | 279                                                                                | 61                                                                                  | 321                                                                                 | 43                                                                                  | 33                                                                                  | 37                                                                                  |
| Future Volume (vph)        | 5                                                                                 | 1107                                                                              | 111                                                                               | 270                                                                               | 1118                                                                              | 7                                                                                 | 279                                                                                | 61                                                                                  | 321                                                                                 | 43                                                                                  | 33                                                                                  | 37                                                                                  |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 11                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 11                                                                                 | 11                                                                                  | 12                                                                                  | 10                                                                                  | 10                                                                                  | 10                                                                                  |
| Storage Length (ft)        | 200                                                                               |                                                                                   | 0                                                                                 | 335                                                                               |                                                                                   | 0                                                                                 | 0                                                                                  |                                                                                     | 100                                                                                 | 105                                                                                 |                                                                                     | 0                                                                                   |
| Storage Lanes              | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                  |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     | 0                                                                                   |
| Taper Length (ft)          | 150                                                                               |                                                                                   |                                                                                   | 210                                                                               |                                                                                   |                                                                                   | 25                                                                                 |                                                                                     |                                                                                     | 120                                                                                 |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Fr't                       |                                                                                   | 0.986                                                                             |                                                                                   |                                                                                   | 0.999                                                                             |                                                                                   |                                                                                    |                                                                                     | 0.850                                                                               |                                                                                     | 0.921                                                                               |                                                                                     |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                    | 0.961                                                                               |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1745                                                                              | 3527                                                                              | 0                                                                                 | 1770                                                                              | 3525                                                                              | 0                                                                                 | 0                                                                                  | 1711                                                                                | 1599                                                                                | 1652                                                                                | 1487                                                                                | 0                                                                                   |
| Flt Permitted              | 0.137                                                                             |                                                                                   |                                                                                   | 0.114                                                                             |                                                                                   |                                                                                   |                                                                                    | 0.710                                                                               |                                                                                     | 0.270                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 252                                                                               | 3527                                                                              | 0                                                                                 | 212                                                                               | 3525                                                                              | 0                                                                                 | 0                                                                                  | 1264                                                                                | 1599                                                                                | 469                                                                                 | 1487                                                                                | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                    |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   | 14                                                                                |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                    |                                                                                     | 257                                                                                 |                                                                                     | 42                                                                                  |                                                                                     |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 1131                                                                              |                                                                                   |                                                                                   | 642                                                                               |                                                                                   |                                                                                    | 494                                                                                 |                                                                                     |                                                                                     | 419                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 25.7                                                                              |                                                                                   |                                                                                   | 14.6                                                                              |                                                                                   |                                                                                    | 11.2                                                                                |                                                                                     |                                                                                     | 9.5                                                                                 |                                                                                     |
| Peak Hour Factor           | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.87                                                                               | 0.87                                                                                | 0.87                                                                                | 0.88                                                                                | 0.88                                                                                | 0.88                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 1%                                                                                | 0%                                                                                | 2%                                                                                | 2%                                                                                | 50%                                                                               | 3%                                                                                 | 4%                                                                                  | 1%                                                                                  | 2%                                                                                  | 14%                                                                                 | 6%                                                                                  |
| Adj. Flow (vph)            | 5                                                                                 | 1203                                                                              | 121                                                                               | 297                                                                               | 1229                                                                              | 8                                                                                 | 321                                                                                | 70                                                                                  | 369                                                                                 | 49                                                                                  | 38                                                                                  | 42                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 5                                                                                 | 1324                                                                              | 0                                                                                 | 297                                                                               | 1237                                                                              | 0                                                                                 | 0                                                                                  | 391                                                                                 | 369                                                                                 | 49                                                                                  | 80                                                                                  | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                 | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                               | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)           |                                                                                   | 12                                                                                |                                                                                   |                                                                                   | 18                                                                                |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 10                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                    | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 1.04                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                               | 1.04                                                                                | 1.00                                                                                | 1.09                                                                                | 1.09                                                                                | 1.09                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                 |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                  | 2                                                                                   | 1                                                                                   | 1                                                                                   | 2                                                                                   |                                                                                     |
| Detector Template          | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                               | Thru                                                                                | Right                                                                               | Left                                                                                | Thru                                                                                |                                                                                     |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                 | 100                                                                                 | 20                                                                                  | 20                                                                                  | 100                                                                                 |                                                                                     |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                 | 6                                                                                   | 20                                                                                  | 20                                                                                  | 6                                                                                   |                                                                                     |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                              | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               |                                                                                     |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                    | 94                                                                                  |                                                                                     |                                                                                     | 94                                                                                  |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                    | 6                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                    | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                             | NA                                                                                |                                                                                   | Perm                                                                               | NA                                                                                  | Perm                                                                                | Perm                                                                                | NA                                                                                  |                                                                                     |

# 1: Barger Street & US Route 6

## Lanes, Volumes, Timings

With Action

|                                                                          |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                                                               | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Protected Phases                                                         | 2                                                                                 | 5                                                                                 |                                                                                   | 6                                                                                 | 1                                                                                 |                                                                                   |                                                                                    | 3                                                                                   |                                                                                     |                                                                                     | 3                                                                                   |                                                                                     |
| Permitted Phases                                                         | 5                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 3                                                                                  |                                                                                     | 3                                                                                   | 3                                                                                   |                                                                                     |                                                                                     |
| Detector Phase                                                           | 2                                                                                 | 5                                                                                 |                                                                                   | 6                                                                                 | 1                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   |                                                                                     |
| Switch Phase                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)                                                      | 6.0                                                                               | 5.0                                                                               |                                                                                   | 6.0                                                                               | 5.0                                                                               |                                                                                   | 6.0                                                                                | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Minimum Split (s)                                                        | 12.0                                                                              | 11.0                                                                              |                                                                                   | 12.0                                                                              | 11.0                                                                              |                                                                                   | 12.0                                                                               | 12.0                                                                                | 12.0                                                                                | 12.0                                                                                | 12.0                                                                                |                                                                                     |
| Total Split (s)                                                          | 20.0                                                                              | 40.0                                                                              |                                                                                   | 20.0                                                                              | 40.0                                                                              |                                                                                   | 30.0                                                                               | 30.0                                                                                | 30.0                                                                                | 30.0                                                                                | 30.0                                                                                |                                                                                     |
| Total Split (%)                                                          | 22.2%                                                                             | 44.4%                                                                             |                                                                                   | 22.2%                                                                             | 44.4%                                                                             |                                                                                   | 33.3%                                                                              | 33.3%                                                                               | 33.3%                                                                               | 33.3%                                                                               | 33.3%                                                                               |                                                                                     |
| Maximum Green (s)                                                        | 14.0                                                                              | 34.0                                                                              |                                                                                   | 14.0                                                                              | 34.0                                                                              |                                                                                   | 24.0                                                                               | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                |                                                                                     |
| Yellow Time (s)                                                          | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| All-Red Time (s)                                                         | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                                | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 |                                                                                     |
| Lost Time Adjust (s)                                                     | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Lost Time (s)                                                      | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                    | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Lead/Lag                                                                 | Lag                                                                               | Lead                                                                              |                                                                                   | Lag                                                                               | Lead                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?                                                       | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                               | Yes                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Vehicle Extension (s)                                                    | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                                | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |
| Recall Mode                                                              | None                                                                              | C-Min                                                                             |                                                                                   | None                                                                              | C-Min                                                                             |                                                                                   | None                                                                               | None                                                                                | None                                                                                | None                                                                                | None                                                                                |                                                                                     |
| Act Effct Green (s)                                                      | 41.0                                                                              | 34.0                                                                              |                                                                                   | 52.1                                                                              | 49.3                                                                              |                                                                                   |                                                                                    | 24.7                                                                                | 24.7                                                                                | 24.7                                                                                | 24.7                                                                                |                                                                                     |
| Actuated g/C Ratio                                                       | 0.46                                                                              | 0.38                                                                              |                                                                                   | 0.58                                                                              | 0.55                                                                              |                                                                                   |                                                                                    | 0.27                                                                                | 0.27                                                                                | 0.27                                                                                | 0.27                                                                                |                                                                                     |
| v/c Ratio                                                                | 0.02                                                                              | 0.99                                                                              |                                                                                   | 0.84                                                                              | 0.64                                                                              |                                                                                   |                                                                                    | 1.13                                                                                | 0.59                                                                                | 0.38                                                                                | 0.18                                                                                |                                                                                     |
| Control Delay                                                            | 9.8                                                                               | 50.4                                                                              |                                                                                   | 46.6                                                                              | 17.5                                                                              |                                                                                   |                                                                                    | 121.2                                                                               | 13.4                                                                                | 37.5                                                                                | 15.3                                                                                |                                                                                     |
| Queue Delay                                                              | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Delay                                                              | 9.8                                                                               | 50.4                                                                              |                                                                                   | 46.6                                                                              | 17.5                                                                              |                                                                                   |                                                                                    | 121.2                                                                               | 13.4                                                                                | 37.5                                                                                | 15.3                                                                                |                                                                                     |
| LOS                                                                      | A                                                                                 | D                                                                                 |                                                                                   | D                                                                                 | B                                                                                 |                                                                                   |                                                                                    | F                                                                                   | B                                                                                   | D                                                                                   | B                                                                                   |                                                                                     |
| Approach Delay                                                           |                                                                                   | 50.2                                                                              |                                                                                   |                                                                                   | 23.1                                                                              |                                                                                   |                                                                                    | 68.8                                                                                |                                                                                     |                                                                                     | 23.8                                                                                |                                                                                     |
| Approach LOS                                                             |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | E                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Queue Length 50th (ft)                                                   | 1                                                                                 | 383                                                                               |                                                                                   | 108                                                                               | 194                                                                               |                                                                                   |                                                                                    | ~266                                                                                | 50                                                                                  | 23                                                                                  | 16                                                                                  |                                                                                     |
| Queue Length 95th (ft)                                                   | 5                                                                                 | #542                                                                              |                                                                                   | #227                                                                              | #494                                                                              |                                                                                   |                                                                                    | #419                                                                                | 128                                                                                 | 58                                                                                  | 50                                                                                  |                                                                                     |
| Internal Link Dist (ft)                                                  |                                                                                   | 1051                                                                              |                                                                                   |                                                                                   | 562                                                                               |                                                                                   |                                                                                    | 414                                                                                 |                                                                                     |                                                                                     | 339                                                                                 |                                                                                     |
| Turn Bay Length (ft)                                                     | 200                                                                               |                                                                                   |                                                                                   | 335                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     | 100                                                                                 | 105                                                                                 |                                                                                     |                                                                                     |
| Base Capacity (vph)                                                      | 364                                                                               | 1341                                                                              |                                                                                   | 366                                                                               | 1932                                                                              |                                                                                   |                                                                                    | 346                                                                                 | 624                                                                                 | 128                                                                                 | 438                                                                                 |                                                                                     |
| Starvation Cap Reductn                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Spillback Cap Reductn                                                    | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Storage Cap Reductn                                                      | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Reduced v/c Ratio                                                        | 0.01                                                                              | 0.99                                                                              |                                                                                   | 0.81                                                                              | 0.64                                                                              |                                                                                   |                                                                                    | 1.13                                                                                | 0.59                                                                                | 0.38                                                                                | 0.18                                                                                |                                                                                     |
| Intersection Summary                                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                                                               | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Cycle Length: 90                                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length: 90                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Offset: 86 (96%), Referenced to phase 1:WBTL and 5:EBTL, Start of Yellow |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Natural Cycle: 90                                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type: Actuated-Coordinated                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 1.13                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Signal Delay: 42.0                                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | Intersection LOS: D                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 89.4%                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service E                                                             |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min) 15                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| ~ Volume exceeds capacity, queue is theoretically infinite.              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue shown is maximum after two cycles.                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# 1: Barger Street & US Route 6 Lanes, Volumes, Timings

With Action

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

Splits and Phases: 1: Barger Street & US Route 6

|                                                                                                  |                                                                                              |                                                                                                |
|--------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|
|  Ø1 (R)<br>40 s |  Ø2<br>20 s |  Ø3<br>30 s |
|  Ø5 (R)<br>40 s |  Ø6<br>20 s |                                                                                                |

## 2: US Route 6 & Taconic State Parkway SB Ramps Lanes, Volumes, Timings

With Action

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |                                                                                   | ↑↑                                                                                | ↑                                                                                 |                                                                                   | ↑↑                                                                                | ↑                                                                                 |                                                                                    |                                                                                     |                                                                                     | ↑                                                                                   |                                                                                     | ↑                                                                                   |
| Traffic Volume (vph)       | 0                                                                                 | 1260                                                                              | 211                                                                               | 0                                                                                 | 1287                                                                              | 482                                                                               | 0                                                                                  | 0                                                                                   | 0                                                                                   | 158                                                                                 | 0                                                                                   | 108                                                                                 |
| Future Volume (vph)        | 0                                                                                 | 1260                                                                              | 211                                                                               | 0                                                                                 | 1287                                                                              | 482                                                                               | 0                                                                                  | 0                                                                                   | 0                                                                                   | 158                                                                                 | 0                                                                                   | 108                                                                                 |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Storage Length (ft)        | 0                                                                                 |                                                                                   | 325                                                                               | 0                                                                                 |                                                                                   | 600                                                                               | 0                                                                                  |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 105                                                                                 |
| Storage Lanes              | 0                                                                                 |                                                                                   | 1                                                                                 | 0                                                                                 |                                                                                   | 1                                                                                 | 0                                                                                  |                                                                                     | 0                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                 |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                        |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 3574                                                                              | 1599                                                                              | 0                                                                                 | 3505                                                                              | 1615                                                                              | 0                                                                                  | 0                                                                                   | 0                                                                                   | 1805                                                                                | 0                                                                                   | 1615                                                                                |
| Flt Permitted              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 3574                                                                              | 1599                                                                              | 0                                                                                 | 3505                                                                              | 1615                                                                              | 0                                                                                  | 0                                                                                   | 0                                                                                   | 1805                                                                                | 0                                                                                   | 1615                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                    |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 178                                                                               |                                                                                   |                                                                                   | 513                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 40                                                                                  |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 642                                                                               |                                                                                   |                                                                                   | 906                                                                               |                                                                                   |                                                                                    | 282                                                                                 |                                                                                     |                                                                                     | 530                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 14.6                                                                              |                                                                                   |                                                                                   | 20.6                                                                              |                                                                                   |                                                                                    | 6.4                                                                                 |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Peak Hour Factor           | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.25                                                                               | 0.25                                                                                | 0.25                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 1%                                                                                | 1%                                                                                | 0%                                                                                | 3%                                                                                | 0%                                                                                | 0%                                                                                 | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Adj. Flow (vph)            | 0                                                                                 | 1432                                                                              | 240                                                                               | 0                                                                                 | 1369                                                                              | 513                                                                               | 0                                                                                  | 0                                                                                   | 0                                                                                   | 174                                                                                 | 0                                                                                   | 119                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 1432                                                                              | 240                                                                               | 0                                                                                 | 1369                                                                              | 513                                                                               | 0                                                                                  | 0                                                                                   | 0                                                                                   | 174                                                                                 | 0                                                                                   | 119                                                                                 |
| 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                                                                                |                                                                                   |                                                                                   | 24                                                                                |                                                                                   |                                                                                    | 12                                                                                  |                                                                                     |                                                                                     | 24                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                    | 16                                                                                  |                                                                                     |                                                                                     | 26                                                                                  |                                                                                     |
| 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                                                                                 | 15                                                                                 |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        |                                                                                   | 2                                                                                 | 1                                                                                 |                                                                                   | 2                                                                                 | 1                                                                                 |                                                                                    |                                                                                     |                                                                                     | 1                                                                                   |                                                                                     | 1                                                                                   |
| Detector Template          |                                                                                   | Thru                                                                              | Right                                                                             |                                                                                   | Thru                                                                              | Right                                                                             |                                                                                    |                                                                                     |                                                                                     | Left                                                                                |                                                                                     | Right                                                                               |
| Leading Detector (ft)      |                                                                                   | 100                                                                               | 20                                                                                |                                                                                   | 100                                                                               | 20                                                                                |                                                                                    |                                                                                     |                                                                                     | 20                                                                                  |                                                                                     | 20                                                                                  |
| Trailing Detector (ft)     |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                    |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     | 0                                                                                   |
| Detector 1 Position(ft)    |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                    |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     | 0                                                                                   |
| Detector 1 Size(ft)        |                                                                                   | 6                                                                                 | 20                                                                                |                                                                                   | 6                                                                                 | 20                                                                                |                                                                                    |                                                                                     |                                                                                     | 20                                                                                  |                                                                                     | 20                                                                                  |
| Detector 1 Type            |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                    |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     | Cl+Ex                                                                               |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Detector 1 Queue (s)       |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Detector 1 Delay (s)       |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Turn Type                  |                                                                                   | NA                                                                                | Free                                                                              |                                                                                   | NA                                                                                | Perm                                                                              |                                                                                    |                                                                                     |                                                                                     | Perm                                                                                |                                                                                     | Perm                                                                                |
| Protected Phases           |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 5                                                                                 |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



## 2: US Route 6 & Taconic State Parkway SB Ramps

### Lanes, Volumes, Timings

With Action

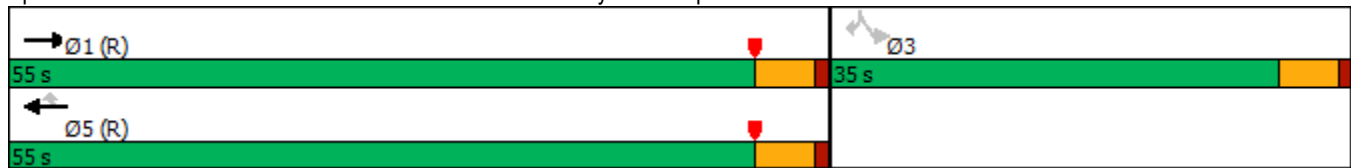
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|----------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                                                           | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Permitted Phases                                                     | Free                                                                              |                                                                                   |                                                                                   | 5                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 3                                                                                   | 3                                                                                   |                                                                                     |
| Detector Phase                                                       | 1                                                                                 |                                                                                   |                                                                                   | 5                                                                                 |                                                                                   |                                                                                   | 5                                                                                  |                                                                                     |                                                                                     | 3                                                                                   | 3                                                                                   |                                                                                     |
| Switch Phase                                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)                                                  | 10.0                                                                              |                                                                                   |                                                                                   | 10.0                                                                              |                                                                                   |                                                                                   | 10.0                                                                               |                                                                                     |                                                                                     | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| Minimum Split (s)                                                    | 15.0                                                                              |                                                                                   |                                                                                   | 15.0                                                                              |                                                                                   |                                                                                   | 15.0                                                                               |                                                                                     |                                                                                     | 30.0                                                                                | 30.0                                                                                |                                                                                     |
| Total Split (s)                                                      | 55.0                                                                              |                                                                                   |                                                                                   | 55.0                                                                              |                                                                                   |                                                                                   | 55.0                                                                               |                                                                                     |                                                                                     | 35.0                                                                                | 35.0                                                                                |                                                                                     |
| Total Split (%)                                                      | 61.1%                                                                             |                                                                                   |                                                                                   | 61.1%                                                                             |                                                                                   |                                                                                   | 61.1%                                                                              |                                                                                     |                                                                                     | 38.9%                                                                               | 38.9%                                                                               |                                                                                     |
| Maximum Green (s)                                                    | 50.0                                                                              |                                                                                   |                                                                                   | 50.0                                                                              |                                                                                   |                                                                                   | 50.0                                                                               |                                                                                     |                                                                                     | 30.0                                                                                | 30.0                                                                                |                                                                                     |
| Yellow Time (s)                                                      | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                                |                                                                                     |                                                                                     | 4.0                                                                                 | 4.0                                                                                 |                                                                                     |
| All-Red Time (s)                                                     | 1.0                                                                               |                                                                                   |                                                                                   | 1.0                                                                               |                                                                                   |                                                                                   | 1.0                                                                                |                                                                                     |                                                                                     | 1.0                                                                                 | 1.0                                                                                 |                                                                                     |
| Lost Time Adjust (s)                                                 | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                                |                                                                                     |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Lost Time (s)                                                  | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                                |                                                                                     |                                                                                     | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| Lead/Lag                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Vehicle Extension (s)                                                | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                                |                                                                                     |                                                                                     | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |
| Recall Mode                                                          | C-Min                                                                             |                                                                                   |                                                                                   | C-Min                                                                             |                                                                                   |                                                                                   | C-Min                                                                              |                                                                                     |                                                                                     | None                                                                                | None                                                                                |                                                                                     |
| Walk Time (s)                                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 8.0                                                                                 | 8.0                                                                                 |
| Flash Dont Walk (s)                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 17.0                                                                                | 17.0                                                                                |
| Pedestrian Calls (#/hr)                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   | 0                                                                                   |
| Act Effct Green (s)                                                  | 66.9                                                                              | 90.0                                                                              |                                                                                   | 66.9                                                                              | 66.9                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 13.1                                                                                | 13.1                                                                                |                                                                                     |
| Actuated g/C Ratio                                                   | 0.74                                                                              | 1.00                                                                              |                                                                                   | 0.74                                                                              | 0.74                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 0.15                                                                                | 0.15                                                                                |                                                                                     |
| v/c Ratio                                                            | 0.54                                                                              | 0.15                                                                              |                                                                                   | 0.53                                                                              | 0.39                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 0.66                                                                                | 0.44                                                                                |                                                                                     |
| Control Delay                                                        | 9.3                                                                               | 0.1                                                                               |                                                                                   | 6.8                                                                               | 2.1                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 47.9                                                                                | 27.7                                                                                |                                                                                     |
| Queue Delay                                                          | 0.1                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Delay                                                          | 9.4                                                                               | 0.1                                                                               |                                                                                   | 6.8                                                                               | 2.1                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 47.9                                                                                | 27.7                                                                                |                                                                                     |
| LOS                                                                  | A                                                                                 | A                                                                                 |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   |                                                                                    |                                                                                     |                                                                                     | D                                                                                   | C                                                                                   |                                                                                     |
| Approach Delay                                                       | 8.1                                                                               |                                                                                   |                                                                                   | 5.5                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 39.7                                                                                |                                                                                     |
| Approach LOS                                                         | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Queue Length 50th (ft)                                               | 198                                                                               | 0                                                                                 |                                                                                   | 119                                                                               | 0                                                                                 |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 95                                                                                  | 41                                                                                  |                                                                                     |
| Queue Length 95th (ft)                                               | m135                                                                              | m0                                                                                |                                                                                   | 260                                                                               | 74                                                                                |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 151                                                                                 | 86                                                                                  |                                                                                     |
| Internal Link Dist (ft)                                              | 562                                                                               |                                                                                   |                                                                                   | 826                                                                               |                                                                                   |                                                                                   |                                                                                    | 202                                                                                 |                                                                                     |                                                                                     | 450                                                                                 |                                                                                     |
| Turn Bay Length (ft)                                                 |                                                                                   | 325                                                                               |                                                                                   |                                                                                   | 600                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 105                                                                                 |                                                                                     |
| Base Capacity (vph)                                                  | 2655                                                                              | 1599                                                                              |                                                                                   | 2603                                                                              | 1331                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 601                                                                                 | 565                                                                                 |                                                                                     |
| Starvation Cap Reductn                                               | 246                                                                               | 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                                                    | 0.59                                                                              | 0.15                                                                              |                                                                                   | 0.53                                                                              | 0.39                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 0.29                                                                                | 0.21                                                                                |                                                                                     |
| Intersection Summary                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type: Other                                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Cycle Length: 90                                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length: 90                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Offset: 0 (0%), Referenced to phase 1:EBT and 5:WBT, Start of Yellow |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Natural Cycle: 60                                                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type: Actuated-Coordinated                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.66                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Signal Delay: 9.2                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection LOS: A                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 51.8%                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| ICU Level of Service A                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min) 15                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

## 2: US Route 6 & Taconic State Parkway SB Ramps Lanes, Volumes, Timings

With Action

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

Splits and Phases: 2: US Route 6 & Taconic State Parkway SB Ramps



### 3: Taconic State Parkway NB Ramps & US Route 6 Lanes, Volumes, Timings

With Action

|                            |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                 | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations        | ↑↑                                                                                | ↑                                                                                 | ↓                                                                                 | ↑↑                                                                                | ↓                                                                                 | ↓↓                                                                                |
| Traffic Volume (vph)       | 1210                                                                              | 208                                                                               | 174                                                                               | 1530                                                                              | 239                                                                               | 997                                                                               |
| Future Volume (vph)        | 1210                                                                              | 208                                                                               | 174                                                                               | 1530                                                                              | 239                                                                               | 997                                                                               |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Lane Width (ft)            | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 13                                                                                | 13                                                                                |
| Storage Length (ft)        |                                                                                   | 550                                                                               | 150                                                                               |                                                                                   | 440                                                                               | 280                                                                               |
| Storage Lanes              |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 |
| Taper Length (ft)          |                                                                                   |                                                                                   | 150                                                                               |                                                                                   | 180                                                                               |                                                                                   |
| Lane Util. Factor          | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 0.88                                                                              |
| Frt                        |                                                                                   | 0.850                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.850                                                                             |
| Flt Protected              |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   | 0.950                                                                             |                                                                                   |
| Satd. Flow (prot)          | 3574                                                                              | 1615                                                                              | 1805                                                                              | 3539                                                                              | 1865                                                                              | 2937                                                                              |
| Flt Permitted              |                                                                                   |                                                                                   | 0.086                                                                             |                                                                                   | 0.950                                                                             |                                                                                   |
| Satd. Flow (perm)          | 3574                                                                              | 1615                                                                              | 163                                                                               | 3539                                                                              | 1865                                                                              | 2937                                                                              |
| Right Turn on Red          |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   |                                                                                   | No                                                                                |
| Satd. Flow (RTOR)          |                                                                                   | 234                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Link Speed (mph)           | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                | 30                                                                                |                                                                                   |
| Link Distance (ft)         | 906                                                                               |                                                                                   |                                                                                   | 737                                                                               | 921                                                                               |                                                                                   |
| Travel Time (s)            | 20.6                                                                              |                                                                                   |                                                                                   | 16.8                                                                              | 20.9                                                                              |                                                                                   |
| Peak Hour Factor           | 0.89                                                                              | 0.89                                                                              | 0.97                                                                              | 0.97                                                                              | 0.95                                                                              | 0.95                                                                              |
| Heavy Vehicles (%)         | 1%                                                                                | 0%                                                                                | 0%                                                                                | 2%                                                                                | 0%                                                                                | 0%                                                                                |
| Adj. Flow (vph)            | 1360                                                                              | 234                                                                               | 179                                                                               | 1577                                                                              | 252                                                                               | 1049                                                                              |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Group Flow (vph)      | 1360                                                                              | 234                                                                               | 179                                                                               | 1577                                                                              | 252                                                                               | 1049                                                                              |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                |
| Lane Alignment             | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Left                                                                              | Right                                                                             |
| Median Width(ft)           | 24                                                                                |                                                                                   |                                                                                   | 14                                                                                | 13                                                                                |                                                                                   |
| Link Offset(ft)            | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |
| Crosswalk Width(ft)        | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                | 40                                                                                |                                                                                   |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Headway Factor             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.96                                                                              | 0.96                                                                              |
| Turning Speed (mph)        |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 15                                                                                | 9                                                                                 |
| Number of Detectors        | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 |
| Detector Template          | Thru                                                                              | Right                                                                             | Left                                                                              | Thru                                                                              | Left                                                                              | Right                                                                             |
| Leading Detector (ft)      | 100                                                                               | 20                                                                                | 20                                                                                | 100                                                                               | 20                                                                                | 20                                                                                |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Detector 1 Size(ft)        | 6                                                                                 | 20                                                                                | 20                                                                                | 6                                                                                 | 20                                                                                | 20                                                                                |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Detector 2 Position(ft)    | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                   |
| Detector 2 Size(ft)        | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   |
| Detector 2 Type            | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Detector 2 Extend (s)      | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   |
| Turn Type                  | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                | Prot                                                                              | pm+ov                                                                             |

### 3: Taconic State Parkway NB Ramps & US Route 6 Lanes, Volumes, Timings

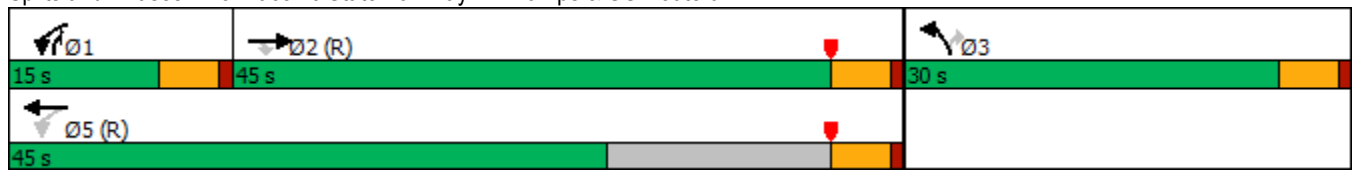
With Action

|                                                                         |  |  |  |  |  |  |
|-------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                                                              | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Protected Phases                                                        | 2                                                                                 |                                                                                   | 1                                                                                 | 5                                                                                 | 3                                                                                 | 1                                                                                 |
| Permitted Phases                                                        |                                                                                   | 2                                                                                 | 5                                                                                 |                                                                                   |                                                                                   | 3                                                                                 |
| Detector Phase                                                          | 2                                                                                 | 2                                                                                 | 1                                                                                 | 5                                                                                 | 3                                                                                 | 1                                                                                 |
| Switch Phase                                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minimum Initial (s)                                                     | 10.0                                                                              | 10.0                                                                              | 5.0                                                                               | 10.0                                                                              | 5.0                                                                               | 5.0                                                                               |
| Minimum Split (s)                                                       | 23.0                                                                              | 23.0                                                                              | 10.0                                                                              | 23.0                                                                              | 10.0                                                                              | 10.0                                                                              |
| Total Split (s)                                                         | 45.0                                                                              | 45.0                                                                              | 15.0                                                                              | 45.0                                                                              | 30.0                                                                              | 15.0                                                                              |
| Total Split (%)                                                         | 50.0%                                                                             | 50.0%                                                                             | 16.7%                                                                             | 50.0%                                                                             | 33.3%                                                                             | 16.7%                                                                             |
| Maximum Green (s)                                                       | 40.0                                                                              | 40.0                                                                              | 10.0                                                                              | 40.0                                                                              | 25.0                                                                              | 10.0                                                                              |
| Yellow Time (s)                                                         | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               | 4.0                                                                               |
| All-Red Time (s)                                                        | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               |
| Lost Time Adjust (s)                                                    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Total Lost Time (s)                                                     | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |
| Lead/Lag                                                                | Lag                                                                               | Lag                                                                               | Lead                                                                              |                                                                                   |                                                                                   | Lead                                                                              |
| Lead-Lag Optimize?                                                      | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |
| Vehicle Extension (s)                                                   | 3.0                                                                               | 3.0                                                                               | 2.0                                                                               | 3.0                                                                               | 2.0                                                                               | 2.0                                                                               |
| Recall Mode                                                             | C-Min                                                                             | C-Min                                                                             | None                                                                              | C-Min                                                                             | None                                                                              | None                                                                              |
| Act Effct Green (s)                                                     | 41.7                                                                              | 41.7                                                                              | 63.5                                                                              | 63.5                                                                              | 16.5                                                                              | 38.3                                                                              |
| Actuated g/C Ratio                                                      | 0.46                                                                              | 0.46                                                                              | 0.71                                                                              | 0.71                                                                              | 0.18                                                                              | 0.43                                                                              |
| v/c Ratio                                                               | 0.82                                                                              | 0.27                                                                              | 0.43                                                                              | 0.63                                                                              | 0.74                                                                              | 0.84                                                                              |
| Control Delay                                                           | 26.5                                                                              | 4.5                                                                               | 15.0                                                                              | 9.2                                                                               | 47.2                                                                              | 30.2                                                                              |
| Queue Delay                                                             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Total Delay                                                             | 26.5                                                                              | 4.5                                                                               | 15.0                                                                              | 9.2                                                                               | 47.2                                                                              | 30.2                                                                              |
| LOS                                                                     | C                                                                                 | A                                                                                 | B                                                                                 | A                                                                                 | D                                                                                 | C                                                                                 |
| Approach Delay                                                          | 23.3                                                                              |                                                                                   |                                                                                   | 9.8                                                                               | 33.5                                                                              |                                                                                   |
| Approach LOS                                                            | C                                                                                 |                                                                                   |                                                                                   | A                                                                                 | C                                                                                 |                                                                                   |
| Queue Length 50th (ft)                                                  | 284                                                                               | 23                                                                                | 34                                                                                | 214                                                                               | 136                                                                               | 283                                                                               |
| Queue Length 95th (ft)                                                  | 314                                                                               | 41                                                                                | 108                                                                               | 353                                                                               | 200                                                                               | 376                                                                               |
| Internal Link Dist (ft)                                                 | 826                                                                               |                                                                                   |                                                                                   | 657                                                                               | 841                                                                               |                                                                                   |
| Turn Bay Length (ft)                                                    |                                                                                   | 550                                                                               | 150                                                                               |                                                                                   | 440                                                                               | 280                                                                               |
| Base Capacity (vph)                                                     | 1656                                                                              | 873                                                                               | 420                                                                               | 2496                                                                              | 518                                                                               | 1249                                                                              |
| 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                                                       | 0.82                                                                              | 0.27                                                                              | 0.43                                                                              | 0.63                                                                              | 0.49                                                                              | 0.84                                                                              |
| Intersection Summary                                                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:                                                              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Cycle Length: 90                                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Actuated Cycle Length: 90                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Offset: 16 (18%), Referenced to phase 2:EBT and 5:WBTL, Start of Yellow |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Natural Cycle: 65                                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type: Actuated-Coordinated                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Maximum v/c Ratio: 0.84                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Signal Delay: 21.0                                         |                                                                                   |                                                                                   |                                                                                   | Intersection LOS: C                                                               |                                                                                   |                                                                                   |
| Intersection Capacity Utilization 76.7%                                 |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service D                                                            |                                                                                   |                                                                                   |
| Analysis Period (min) 15                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

### 3: Taconic State Parkway NB Ramps & US Route 6 Lanes, Volumes, Timings

With Action

Splits and Phases: 3: Taconic State Parkway NB Ramps & US Route 6



#### 4: E Main Street & US Route 6 Lanes, Volumes, Timings

With Action

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                        | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |  |  |                                                                                   |  |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)              | 619                                                                               | 1564                                                                              | 24                                                                                | 5                                                                                 | 1306                                                                              | 18                                                                                | 21                                                                                 | 0                                                                                   | 26                                                                                  | 5                                                                                   | 0                                                                                   | 377                                                                                 |
| Future Volume (vph)               | 619                                                                               | 1564                                                                              | 24                                                                                | 5                                                                                 | 1306                                                                              | 18                                                                                | 21                                                                                 | 0                                                                                   | 26                                                                                  | 5                                                                                   | 0                                                                                   | 377                                                                                 |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)                   | 14                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 11                                                                                | 11                                                                                | 12                                                                                 | 12                                                                                  | 12                                                                                  | 15                                                                                  | 15                                                                                  | 15                                                                                  |
| Storage Length (ft)               | 150                                                                               |                                                                                   | 0                                                                                 | 140                                                                               |                                                                                   | 0                                                                                 | 0                                                                                  |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   |
| Storage Lanes                     | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                  |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   |
| Taper Length (ft)                 | 130                                                                               |                                                                                   |                                                                                   | 140                                                                               |                                                                                   |                                                                                   | 25                                                                                 |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor                 | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                               |                                                                                   | 0.998                                                                             |                                                                                   |                                                                                   | 0.998                                                                             |                                                                                   |                                                                                    | 0.925                                                                               |                                                                                     |                                                                                     | 0.867                                                                               |                                                                                     |
| Flt Protected                     | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                    | 0.978                                                                               |                                                                                     |                                                                                     | 0.999                                                                               |                                                                                     |
| Satd. Flow (prot)                 | 1906                                                                              | 3568                                                                              | 0                                                                                 | 1745                                                                              | 3406                                                                              | 0                                                                                 | 0                                                                                  | 1719                                                                                | 0                                                                                   | 0                                                                                   | 1731                                                                                | 0                                                                                   |
| Flt Permitted                     | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                    | 0.978                                                                               |                                                                                     |                                                                                     | 0.999                                                                               |                                                                                     |
| Satd. Flow (perm)                 | 1906                                                                              | 3568                                                                              | 0                                                                                 | 1745                                                                              | 3406                                                                              | 0                                                                                 | 0                                                                                  | 1719                                                                                | 0                                                                                   | 0                                                                                   | 1731                                                                                | 0                                                                                   |
| Link Speed (mph)                  |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)                |                                                                                   | 737                                                                               |                                                                                   |                                                                                   | 875                                                                               |                                                                                   |                                                                                    | 222                                                                                 |                                                                                     |                                                                                     | 154                                                                                 |                                                                                     |
| Travel Time (s)                   |                                                                                   | 16.8                                                                              |                                                                                   |                                                                                   | 19.9                                                                              |                                                                                   |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     | 3.5                                                                                 |                                                                                     |
| Peak Hour Factor                  | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.72                                                                               | 0.72                                                                                | 0.72                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                |
| Heavy Vehicles (%)                | 1%                                                                                | 1%                                                                                | 0%                                                                                | 0%                                                                                | 2%                                                                                | 21%                                                                               | 0%                                                                                 | 0%                                                                                  | 0%                                                                                  | 50%                                                                                 | 0%                                                                                  | 4%                                                                                  |
| Adj. Flow (vph)                   | 659                                                                               | 1664                                                                              | 26                                                                                | 5                                                                                 | 1435                                                                              | 20                                                                                | 29                                                                                 | 0                                                                                   | 36                                                                                  | 5                                                                                   | 0                                                                                   | 414                                                                                 |
| Shared Lane Traffic (%)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)             | 659                                                                               | 1690                                                                              | 0                                                                                 | 5                                                                                 | 1455                                                                              | 0                                                                                 | 0                                                                                  | 65                                                                                  | 0                                                                                   | 0                                                                                   | 419                                                                                 | 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)                  |                                                                                   | 17                                                                                |                                                                                   |                                                                                   | 14                                                                                |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Link Offset(ft)                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)               |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 16                                                                                  |                                                                                     |                                                                                     | 26                                                                                  |                                                                                     |
| Two way Left Turn Lane            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor                    | 0.92                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                              | 1.04                                                                              | 1.04                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 0.88                                                                                | 0.88                                                                                | 0.88                                                                                |
| Turning Speed (mph)               | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                 |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                        | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:                     | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization | 104.6%                                                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service G                                                             |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

## 5: E Main Street & Old Rt 6

### Lanes, Volumes, Timings

With Action

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                        | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations               |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Traffic Volume (vph)              | 6                                                                                 | 59                                                                                | 323                                                                               | 7                                                                                 | 71                                                                                | 566                                                                               |
| Future Volume (vph)               | 6                                                                                 | 59                                                                                | 323                                                                               | 7                                                                                 | 71                                                                                | 566                                                                               |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Lane Width (ft)                   | 10                                                                                | 10                                                                                | 10                                                                                | 10                                                                                | 16                                                                                | 16                                                                                |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Frt                               | 0.878                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.880                                                                             |                                                                                   |
| Flt Protected                     |                                                                                   |                                                                                   |                                                                                   | 0.953                                                                             | 0.994                                                                             |                                                                                   |
| Satd. Flow (prot)                 | 1510                                                                              | 0                                                                                 | 0                                                                                 | 1626                                                                              | 1801                                                                              | 0                                                                                 |
| Flt Permitted                     |                                                                                   |                                                                                   |                                                                                   | 0.953                                                                             | 0.994                                                                             |                                                                                   |
| Satd. Flow (perm)                 | 1510                                                                              | 0                                                                                 | 0                                                                                 | 1626                                                                              | 1801                                                                              | 0                                                                                 |
| Link Speed (mph)                  | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                | 30                                                                                |                                                                                   |
| Link Distance (ft)                | 677                                                                               |                                                                                   |                                                                                   | 840                                                                               | 154                                                                               |                                                                                   |
| Travel Time (s)                   | 15.4                                                                              |                                                                                   |                                                                                   | 19.1                                                                              | 3.5                                                                               |                                                                                   |
| Peak Hour Factor                  | 0.44                                                                              | 0.44                                                                              | 0.94                                                                              | 0.94                                                                              | 0.92                                                                              | 0.92                                                                              |
| Heavy Vehicles (%)                | 33%                                                                               | 0%                                                                                | 4%                                                                                | 0%                                                                                | 25%                                                                               | 2%                                                                                |
| Adj. Flow (vph)                   | 14                                                                                | 134                                                                               | 344                                                                               | 7                                                                                 | 77                                                                                | 615                                                                               |
| Shared Lane Traffic (%)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Group Flow (vph)             | 148                                                                               | 0                                                                                 | 0                                                                                 | 351                                                                               | 692                                                                               | 0                                                                                 |
| Enter Blocked Intersection        | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                |
| Lane Alignment                    | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Left                                                                              | Right                                                                             |
| Median Width(ft)                  | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 16                                                                                |                                                                                   |
| Link Offset(ft)                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |
| Crosswalk Width(ft)               | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                | 16                                                                                |                                                                                   |
| Two way Left Turn Lane            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Headway Factor                    | 1.09                                                                              | 1.09                                                                              | 1.09                                                                              | 1.09                                                                              | 0.85                                                                              | 0.85                                                                              |
| Turning Speed (mph)               |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 15                                                                                | 9                                                                                 |
| Sign Control                      | Stop                                                                              |                                                                                   |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:                        | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:                     | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization | 70.5%                                                                             |                                                                                   |                                                                                   | ICU Level of Service C                                                            |                                                                                   |                                                                                   |
| Analysis Period (min)             | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6

## Lanes, Volumes, Timings

With Action

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |  |  |  |                                                                                   |  |  |                                                                                     |  |  |  |
| Traffic Volume (vph)       | 219                                                                               | 1001                                                                              | 375                                                                               | 29                                                                                | 790                                                                               | 86                                                                                | 320                                                                                 | 156                                                                                 | 36                                                                                  | 76                                                                                  | 125                                                                                 | 219                                                                                 |
| Future Volume (vph)        | 219                                                                               | 1001                                                                              | 375                                                                               | 29                                                                                | 790                                                                               | 86                                                                                | 320                                                                                 | 156                                                                                 | 36                                                                                  | 76                                                                                  | 125                                                                                 | 219                                                                                 |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 11                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 13                                                                                | 13                                                                                | 11                                                                                  | 11                                                                                  | 11                                                                                  | 10                                                                                  | 12                                                                                  | 10                                                                                  |
| Storage Length (ft)        | 415                                                                               |                                                                                   | 335                                                                               | 280                                                                               |                                                                                   | 0                                                                                 | 350                                                                                 |                                                                                     | 0                                                                                   | 110                                                                                 |                                                                                     | 110                                                                                 |
| Storage Lanes              | 1                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 2                                                                                   |                                                                                     | 0                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 80                                                                                |                                                                                   |                                                                                   | 80                                                                                |                                                                                   |                                                                                   | 150                                                                                 |                                                                                     |                                                                                     | 40                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 0.97                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Fr't                       |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   | 0.985                                                                             |                                                                                   |                                                                                     | 0.972                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1728                                                                              | 3574                                                                              | 1615                                                                              | 1745                                                                              | 3595                                                                              | 0                                                                                 | 3319                                                                                | 1771                                                                                | 0                                                                                   | 1685                                                                                | 1845                                                                                | 1478                                                                                |
| Flt Permitted              | 0.118                                                                             |                                                                                   |                                                                                   | 0.164                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 215                                                                               | 3574                                                                              | 1615                                                                              | 301                                                                               | 3595                                                                              | 0                                                                                 | 3319                                                                                | 1771                                                                                | 0                                                                                   | 1685                                                                                | 1845                                                                                | 1478                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 403                                                                               |                                                                                   | 11                                                                                |                                                                                   |                                                                                     | 10                                                                                  |                                                                                     |                                                                                     |                                                                                     | 241                                                                                 |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                     | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 875                                                                               |                                                                                   |                                                                                   | 2395                                                                              |                                                                                   |                                                                                     | 1106                                                                                |                                                                                     |                                                                                     | 663                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 19.9                                                                              |                                                                                   |                                                                                   | 54.4                                                                              |                                                                                   |                                                                                     | 25.1                                                                                |                                                                                     |                                                                                     | 15.1                                                                                |                                                                                     |
| Peak Hour Factor           | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Heavy Vehicles (%)         | 1%                                                                                | 1%                                                                                | 0%                                                                                | 0%                                                                                | 2%                                                                                | 4%                                                                                | 2%                                                                                  | 1%                                                                                  | 0%                                                                                  | 0%                                                                                  | 3%                                                                                  | 2%                                                                                  |
| Adj. Flow (vph)            | 235                                                                               | 1076                                                                              | 403                                                                               | 31                                                                                | 840                                                                               | 91                                                                                | 340                                                                                 | 166                                                                                 | 38                                                                                  | 84                                                                                  | 139                                                                                 | 243                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 235                                                                               | 1076                                                                              | 403                                                                               | 31                                                                                | 931                                                                               | 0                                                                                 | 340                                                                                 | 204                                                                                 | 0                                                                                   | 84                                                                                  | 139                                                                                 | 243                                                                                 |
| 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)           |                                                                                   | 15                                                                                |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                     | 22                                                                                  |                                                                                     |                                                                                     | 10                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 36                                                                                |                                                                                   |                                                                                     | 36                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 1.04                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                              | 0.96                                                                              | 0.96                                                                              | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.09                                                                                | 1.00                                                                                | 1.09                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                   | 2                                                                                   |                                                                                     | 1                                                                                   | 2                                                                                   | 1                                                                                   |
| Detector Template          | Left                                                                              | Thru                                                                              | Right                                                                             | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                                | Thru                                                                                |                                                                                     | Left                                                                                | Thru                                                                                | Right                                                                               |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               | 20                                                                                | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                  | 100                                                                                 |                                                                                     | 20                                                                                  | 100                                                                                 | 20                                                                                  |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 | 20                                                                                | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                  | 6                                                                                   |                                                                                     | 20                                                                                  | 6                                                                                   | 20                                                                                  |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                               | Cl+Ex                                                                               |                                                                                     | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                     | 94                                                                                  |                                                                                     |                                                                                     | 94                                                                                  |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                     | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                |                                                                                   | Split                                                                               | NA                                                                                  |                                                                                     | Split                                                                               | NA                                                                                  | Perm                                                                                |



# 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6

## Lanes, Volumes, Timings

With Action

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| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Protected Phases        | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   |                                                                                     | 4                                                                                   | 4                                                                                   |                                                                                     |
| Permitted Phases        | 6                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 4                                                                                   |
| Detector Phase          | 1                                                                                 | 6                                                                                 | 6                                                                                 | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   |                                                                                     | 4                                                                                   | 4                                                                                   | 4                                                                                   |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 2.0                                                                               | 5.0                                                                               | 5.0                                                                               | 2.0                                                                               | 5.0                                                                               |                                                                                   | 2.0                                                                                | 2.0                                                                                 |                                                                                     | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |
| Minimum Split (s)       | 9.5                                                                               | 24.0                                                                              | 24.0                                                                              | 9.5                                                                               | 24.0                                                                              |                                                                                   | 48.0                                                                               | 48.0                                                                                |                                                                                     | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                |
| Total Split (s)         | 21.0                                                                              | 31.0                                                                              | 31.0                                                                              | 16.0                                                                              | 31.0                                                                              |                                                                                   | 24.0                                                                               | 24.0                                                                                |                                                                                     | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                |
| Total Split (%)         | 21.0%                                                                             | 31.0%                                                                             | 31.0%                                                                             | 16.0%                                                                             | 31.0%                                                                             |                                                                                   | 24.0%                                                                              | 24.0%                                                                               |                                                                                     | 24.0%                                                                               | 24.0%                                                                               | 24.0%                                                                               |
| Maximum Green (s)       | 15.0                                                                              | 25.0                                                                              | 25.0                                                                              | 10.0                                                                              | 25.0                                                                              |                                                                                   | 18.0                                                                               | 18.0                                                                                |                                                                                     | 18.0                                                                                | 18.0                                                                                | 18.0                                                                                |
| Yellow Time (s)         | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                | 5.0                                                                                 |                                                                                     | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |
| All-Red Time (s)        | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                                | 1.0                                                                                 |                                                                                     | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)     | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                                | 6.0                                                                                 |                                                                                     | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |
| Lead/Lag                | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                               | Lead                                                                                |                                                                                     | Lag                                                                                 | Lag                                                                                 | Lag                                                                                 |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                | 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                                                                                 | 3.0                                                                                 |
| Recall Mode             | None                                                                              | Min                                                                               | Min                                                                               | None                                                                              | Min                                                                               |                                                                                   | None                                                                               | None                                                                                |                                                                                     | None                                                                                | None                                                                                | None                                                                                |
| Walk Time (s)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 7.0                                                                                | 7.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Flash Dont Walk (s)     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 35.0                                                                               | 35.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Pedestrian Calls (#/hr) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Act Effct Green (s)     | 43.8                                                                              | 36.5                                                                              | 36.5                                                                              | 31.8                                                                              | 25.3                                                                              |                                                                                   | 14.7                                                                               | 14.7                                                                                |                                                                                     | 12.3                                                                                | 12.3                                                                                | 12.3                                                                                |
| Actuated g/C Ratio      | 0.49                                                                              | 0.41                                                                              | 0.41                                                                              | 0.36                                                                              | 0.28                                                                              |                                                                                   | 0.17                                                                               | 0.17                                                                                |                                                                                     | 0.14                                                                                | 0.14                                                                                | 0.14                                                                                |
| v/c Ratio               | 0.75                                                                              | 0.73                                                                              | 0.45                                                                              | 0.15                                                                              | 0.90                                                                              |                                                                                   | 0.62                                                                               | 0.68                                                                                |                                                                                     | 0.36                                                                                | 0.54                                                                                | 0.59                                                                                |
| Control Delay           | 34.9                                                                              | 29.1                                                                              | 4.4                                                                               | 16.4                                                                              | 45.6                                                                              |                                                                                   | 40.7                                                                               | 46.5                                                                                |                                                                                     | 40.4                                                                                | 45.0                                                                                | 11.5                                                                                |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay             | 34.9                                                                              | 29.1                                                                              | 4.4                                                                               | 16.4                                                                              | 45.6                                                                              |                                                                                   | 40.7                                                                               | 46.5                                                                                |                                                                                     | 40.4                                                                                | 45.0                                                                                | 11.5                                                                                |
| LOS                     | C                                                                                 | C                                                                                 | A                                                                                 | B                                                                                 | D                                                                                 |                                                                                   | D                                                                                  | D                                                                                   |                                                                                     | D                                                                                   | D                                                                                   | B                                                                                   |
| Approach Delay          |                                                                                   | 24.1                                                                              |                                                                                   |                                                                                   | 44.7                                                                              |                                                                                   |                                                                                    | 42.9                                                                                |                                                                                     |                                                                                     | 26.7                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | D                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Queue Length 50th (ft)  | 81                                                                                | 296                                                                               | 0                                                                                 | 9                                                                                 | 270                                                                               |                                                                                   | 92                                                                                 | 104                                                                                 |                                                                                     | 45                                                                                  | 76                                                                                  | 1                                                                                   |
| Queue Length 95th (ft)  | #200                                                                              | #480                                                                              | 65                                                                                | 27                                                                                | #460                                                                              |                                                                                   | 148                                                                                | 192                                                                                 |                                                                                     | 91                                                                                  | 139                                                                                 | 67                                                                                  |
| Internal Link Dist (ft) |                                                                                   | 795                                                                               |                                                                                   |                                                                                   | 2315                                                                              |                                                                                   |                                                                                    | 1026                                                                                |                                                                                     |                                                                                     | 583                                                                                 |                                                                                     |
| Turn Bay Length (ft)    | 415                                                                               |                                                                                   | 335                                                                               | 280                                                                               |                                                                                   |                                                                                   | 350                                                                                |                                                                                     |                                                                                     | 110                                                                                 |                                                                                     | 110                                                                                 |
| Base Capacity (vph)     | 363                                                                               | 1466                                                                              | 900                                                                               | 283                                                                               | 1030                                                                              |                                                                                   | 679                                                                                | 370                                                                                 |                                                                                     | 344                                                                                 | 377                                                                                 | 494                                                                                 |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Reduced v/c Ratio       | 0.65                                                                              | 0.73                                                                              | 0.45                                                                              | 0.11                                                                              | 0.90                                                                              |                                                                                   | 0.50                                                                               | 0.55                                                                                |                                                                                     | 0.24                                                                                | 0.37                                                                                | 0.49                                                                                |

### Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 89

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 32.6

Intersection LOS: C

Intersection Capacity Utilization 72.4%

ICU Level of Service C

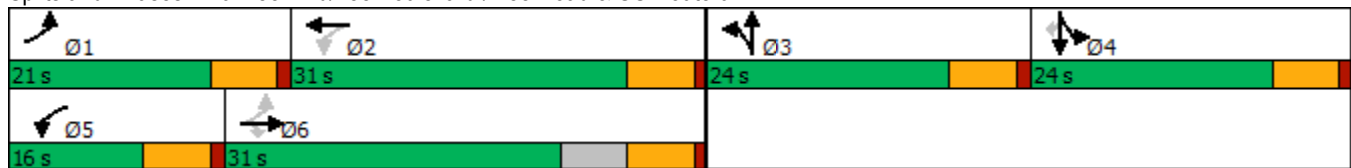
Analysis Period (min) 15

## 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6 Lanes, Volumes, Timings

With Action

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

Splits and Phases: 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6



# 7: Lee Boulevard / Lee Road & E Main Street

## Lanes, Volumes, Timings

With Action

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)       | 0                                                                                 | 452                                                                               | 87                                                                                | 115                                                                               | 282                                                                               | 1                                                                                 | 24                                                                                 | 5                                                                                   | 207                                                                                 | 1                                                                                   | 2                                                                                   | 0                                                                                   |
| Future Volume (vph)        | 0                                                                                 | 452                                                                               | 87                                                                                | 115                                                                               | 282                                                                               | 1                                                                                 | 24                                                                                 | 5                                                                                   | 207                                                                                 | 1                                                                                   | 2                                                                                   | 0                                                                                   |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 12                                                                                | 10                                                                                | 10                                                                                | 10                                                                                | 10                                                                                | 12                                                                                | 16                                                                                 | 12                                                                                  | 16                                                                                  | 10                                                                                  | 10                                                                                  | 10                                                                                  |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                        |                                                                                   | 0.978                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 0.882                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Flt Protected              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.986                                                                             |                                                                                   |                                                                                    | 0.995                                                                               |                                                                                     |                                                                                     | 0.984                                                                               |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 1717                                                                              | 0                                                                                 | 0                                                                                 | 1681                                                                              | 0                                                                                 | 0                                                                                  | 1653                                                                                | 0                                                                                   | 0                                                                                   | 1745                                                                                | 0                                                                                   |
| Flt Permitted              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.986                                                                             |                                                                                   |                                                                                    | 0.995                                                                               |                                                                                     |                                                                                     | 0.984                                                                               |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 1717                                                                              | 0                                                                                 | 0                                                                                 | 1681                                                                              | 0                                                                                 | 0                                                                                  | 1653                                                                                | 0                                                                                   | 0                                                                                   | 1745                                                                                | 0                                                                                   |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 840                                                                               |                                                                                   |                                                                                   | 2070                                                                              |                                                                                   |                                                                                    | 663                                                                                 |                                                                                     |                                                                                     | 98                                                                                  |                                                                                     |
| Travel Time (s)            |                                                                                   | 19.1                                                                              |                                                                                   |                                                                                   | 47.0                                                                              |                                                                                   |                                                                                    | 15.1                                                                                |                                                                                     |                                                                                     | 2.2                                                                                 |                                                                                     |
| Peak Hour Factor           | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.88                                                                               | 0.88                                                                                | 0.88                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 1%                                                                                | 1%                                                                                | 4%                                                                                | 4%                                                                                | 0%                                                                                | 0%                                                                                 | 0%                                                                                  | 1%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Adj. Flow (vph)            | 0                                                                                 | 497                                                                               | 96                                                                                | 119                                                                               | 291                                                                               | 1                                                                                 | 27                                                                                 | 6                                                                                   | 235                                                                                 | 1                                                                                   | 2                                                                                   | 0                                                                                   |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 593                                                                               | 0                                                                                 | 0                                                                                 | 411                                                                               | 0                                                                                 | 0                                                                                  | 268                                                                                 | 0                                                                                   | 0                                                                                   | 3                                                                                   | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                 | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                               | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)           |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                    | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 1.00                                                                              | 1.09                                                                              | 1.09                                                                              | 1.09                                                                              | 1.09                                                                              | 1.00                                                                              | 0.85                                                                               | 1.00                                                                                | 0.85                                                                                | 1.09                                                                                | 1.09                                                                                | 1.09                                                                                |
| Turning Speed (mph)        | 60                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 60                                                                                | 15                                                                                 |                                                                                     | 9                                                                                   | 60                                                                                  |                                                                                     | 60                                                                                  |
| Sign Control               |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |

### Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 75.5% ICU Level of Service D

Analysis Period (min) 15

# 8: Hill Boulevard & US Route 6 Lanes, Volumes, Timings

With Action

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (vph)       | 87                                                                                | 949                                                                               | 77                                                                                | 100                                                                               | 742                                                                               | 41                                                                                | 59                                                                                  | 101                                                                                 | 106                                                                                 | 38                                                                                  | 64                                                                                  | 104                                                                                 |
| Future Volume (vph)        | 87                                                                                | 949                                                                               | 77                                                                                | 100                                                                               | 742                                                                               | 41                                                                                | 59                                                                                  | 101                                                                                 | 106                                                                                 | 38                                                                                  | 64                                                                                  | 104                                                                                 |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 11                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 13                                                                                | 13                                                                                | 11                                                                                  | 11                                                                                  | 11                                                                                  | 11                                                                                  | 11                                                                                  | 11                                                                                  |
| Storage Length (ft)        | 280                                                                               |                                                                                   | 0                                                                                 | 400                                                                               |                                                                                   | 0                                                                                 | 85                                                                                  |                                                                                     | 0                                                                                   | 100                                                                                 |                                                                                     | 0                                                                                   |
| Storage Lanes              | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                   |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     | 0                                                                                   |
| Taper Length (ft)          | 80                                                                                |                                                                                   |                                                                                   | 140                                                                               |                                                                                   |                                                                                   | 80                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                        |                                                                                   | 0.989                                                                             |                                                                                   |                                                                                   | 0.992                                                                             |                                                                                   |                                                                                     |                                                                                     | 0.850                                                                               |                                                                                     | 0.907                                                                               |                                                                                     |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1745                                                                              | 3538                                                                              | 0                                                                                 | 1728                                                                              | 3666                                                                              | 0                                                                                 | 1711                                                                                | 1818                                                                                | 1546                                                                                | 1745                                                                                | 1641                                                                                | 0                                                                                   |
| Flt Permitted              | 0.216                                                                             |                                                                                   |                                                                                   | 0.120                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 397                                                                               | 3538                                                                              | 0                                                                                 | 218                                                                               | 3666                                                                              | 0                                                                                 | 1711                                                                                | 1818                                                                                | 1546                                                                                | 1745                                                                                | 1641                                                                                | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   | 9                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     |                                                                                     | 134                                                                                 |                                                                                     | 74                                                                                  |                                                                                     |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                     | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 2395                                                                              |                                                                                   |                                                                                   | 2100                                                                              |                                                                                   |                                                                                     | 540                                                                                 |                                                                                     |                                                                                     | 1483                                                                                |                                                                                     |
| Travel Time (s)            |                                                                                   | 54.4                                                                              |                                                                                   |                                                                                   | 47.7                                                                              |                                                                                   |                                                                                     | 12.3                                                                                |                                                                                     |                                                                                     | 33.7                                                                                |                                                                                     |
| Peak Hour Factor           | 0.84                                                                              | 0.84                                                                              | 0.84                                                                              | 0.87                                                                              | 0.87                                                                              | 0.87                                                                              | 0.79                                                                                | 0.79                                                                                | 0.79                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 1%                                                                                | 0%                                                                                | 1%                                                                                | 1%                                                                                | 0%                                                                                | 2%                                                                                  | 1%                                                                                  | 1%                                                                                  | 0%                                                                                  | 4%                                                                                  | 0%                                                                                  |
| Adj. Flow (vph)            | 104                                                                               | 1130                                                                              | 92                                                                                | 115                                                                               | 853                                                                               | 47                                                                                | 75                                                                                  | 128                                                                                 | 134                                                                                 | 41                                                                                  | 69                                                                                  | 112                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 104                                                                               | 1222                                                                              | 0                                                                                 | 115                                                                               | 900                                                                               | 0                                                                                 | 75                                                                                  | 128                                                                                 | 134                                                                                 | 41                                                                                  | 181                                                                                 | 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)           |                                                                                   | 15                                                                                |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                     | 14                                                                                  |                                                                                     |                                                                                     | 11                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 1.04                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                              | 0.96                                                                              | 0.96                                                                              | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   | 1                                                                                   | 2                                                                                   |                                                                                     |
| Detector Template          | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                                | Thru                                                                                | Right                                                                               | Left                                                                                | Thru                                                                                |                                                                                     |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                  | 100                                                                                 | 20                                                                                  | 20                                                                                  | 100                                                                                 |                                                                                     |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                  | 6                                                                                   | 20                                                                                  | 20                                                                                  | 6                                                                                   |                                                                                     |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               |                                                                                     |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                     | 94                                                                                  |                                                                                     |                                                                                     | 94                                                                                  |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                     | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                             | NA                                                                                |                                                                                   | Split                                                                               | NA                                                                                  | pm+ov                                                                               | Split                                                                               | NA                                                                                  |                                                                                     |

# 8: Hill Boulevard & US Route 6 Lanes, Volumes, Timings

With Action

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Protected Phases        | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                   | 3                                                                                   | 5                                                                                   | 4                                                                                   | 4                                                                                   |                                                                                     |
| Permitted Phases        | 6                                                                                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     | 3                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Detector Phase          | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                   | 3                                                                                   | 5                                                                                   | 4                                                                                   | 4                                                                                   |                                                                                     |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 5.0                                                                               | 12.0                                                                              |                                                                                   | 5.0                                                                               | 12.0                                                                              |                                                                                   | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| Minimum Split (s)       | 11.0                                                                              | 18.0                                                                              |                                                                                   | 11.0                                                                              | 18.0                                                                              |                                                                                   | 11.0                                                                                | 11.0                                                                                | 11.0                                                                                | 41.0                                                                                | 41.0                                                                                |                                                                                     |
| Total Split (s)         | 16.0                                                                              | 36.0                                                                              |                                                                                   | 16.0                                                                              | 36.0                                                                              |                                                                                   | 21.0                                                                                | 21.0                                                                                | 16.0                                                                                | 21.0                                                                                | 21.0                                                                                |                                                                                     |
| Total Split (%)         | 17.0%                                                                             | 38.3%                                                                             |                                                                                   | 17.0%                                                                             | 38.3%                                                                             |                                                                                   | 22.3%                                                                               | 22.3%                                                                               | 17.0%                                                                               | 22.3%                                                                               | 22.3%                                                                               |                                                                                     |
| Maximum Green (s)       | 10.0                                                                              | 30.0                                                                              |                                                                                   | 10.0                                                                              | 30.0                                                                              |                                                                                   | 15.0                                                                                | 15.0                                                                                | 10.0                                                                                | 15.0                                                                                | 15.0                                                                                |                                                                                     |
| Yellow Time (s)         | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| All-Red Time (s)        | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 |                                                                                     |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Lost Time (s)     | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Lead/Lag                | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                                | Lead                                                                                | Lead                                                                                | Lag                                                                                 | Lag                                                                                 |                                                                                     |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |                                                                                     |
| Vehicle Extension (s)   | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |
| Recall Mode             | None                                                                              | Min                                                                               |                                                                                   | None                                                                              | Min                                                                               |                                                                                   | None                                                                                | None                                                                                | None                                                                                | None                                                                                | None                                                                                |                                                                                     |
| Walk Time (s)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |                                                                                     |
| Flash Dont Walk (s)     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     | 28.0                                                                                | 28.0                                                                                |                                                                                     |
| Pedestrian Calls (#/hr) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |
| Act Effct Green (s)     | 37.4                                                                              | 30.3                                                                              |                                                                                   | 39.7                                                                              | 33.4                                                                              |                                                                                   | 10.1                                                                                | 10.1                                                                                | 17.7                                                                                | 9.8                                                                                 | 9.8                                                                                 |                                                                                     |
| Actuated g/C Ratio      | 0.46                                                                              | 0.37                                                                              |                                                                                   | 0.48                                                                              | 0.41                                                                              |                                                                                   | 0.12                                                                                | 0.12                                                                                | 0.22                                                                                | 0.12                                                                                | 0.12                                                                                |                                                                                     |
| v/c Ratio               | 0.35                                                                              | 0.93                                                                              |                                                                                   | 0.47                                                                              | 0.60                                                                              |                                                                                   | 0.36                                                                                | 0.57                                                                                | 0.31                                                                                | 0.20                                                                                | 0.70                                                                                |                                                                                     |
| Control Delay           | 14.8                                                                              | 40.5                                                                              |                                                                                   | 19.1                                                                              | 23.8                                                                              |                                                                                   | 39.1                                                                                | 45.6                                                                                | 4.6                                                                                 | 35.8                                                                                | 35.8                                                                                |                                                                                     |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Delay             | 14.8                                                                              | 40.5                                                                              |                                                                                   | 19.1                                                                              | 23.8                                                                              |                                                                                   | 39.1                                                                                | 45.6                                                                                | 4.6                                                                                 | 35.8                                                                                | 35.8                                                                                |                                                                                     |
| LOS                     | B                                                                                 | D                                                                                 |                                                                                   | B                                                                                 | C                                                                                 |                                                                                   | D                                                                                   | D                                                                                   | A                                                                                   | D                                                                                   | D                                                                                   |                                                                                     |
| Approach Delay          |                                                                                   | 38.5                                                                              |                                                                                   |                                                                                   | 23.3                                                                              |                                                                                   |                                                                                     | 27.9                                                                                |                                                                                     |                                                                                     | 35.8                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | C                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Queue Length 50th (ft)  | 25                                                                                | 309                                                                               |                                                                                   | 27                                                                                | 194                                                                               |                                                                                   | 36                                                                                  | 63                                                                                  | 0                                                                                   | 19                                                                                  | 52                                                                                  |                                                                                     |
| Queue Length 95th (ft)  | 57                                                                                | #500                                                                              |                                                                                   | 67                                                                                | 308                                                                               |                                                                                   | 71                                                                                  | 109                                                                                 | 17                                                                                  | 51                                                                                  | 127                                                                                 |                                                                                     |
| Internal Link Dist (ft) |                                                                                   | 2315                                                                              |                                                                                   |                                                                                   | 2020                                                                              |                                                                                   |                                                                                     | 460                                                                                 |                                                                                     |                                                                                     | 1403                                                                                |                                                                                     |
| Turn Bay Length (ft)    | 280                                                                               |                                                                                   |                                                                                   | 400                                                                               |                                                                                   |                                                                                   | 85                                                                                  |                                                                                     |                                                                                     | 100                                                                                 |                                                                                     |                                                                                     |
| Base Capacity (vph)     | 361                                                                               | 1312                                                                              |                                                                                   | 295                                                                               | 1495                                                                              |                                                                                   | 316                                                                                 | 335                                                                                 | 481                                                                                 | 322                                                                                 | 363                                                                                 |                                                                                     |
| 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       | 0.29                                                                              | 0.93                                                                              |                                                                                   | 0.39                                                                              | 0.60                                                                              |                                                                                   | 0.24                                                                                | 0.38                                                                                | 0.28                                                                                | 0.13                                                                                | 0.50                                                                                |                                                                                     |

## Intersection Summary

Area Type: Other

Cycle Length: 94

Actuated Cycle Length: 82

Natural Cycle: 105

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 31.7

Intersection LOS: C

Intersection Capacity Utilization 68.1%

ICU Level of Service C

Analysis Period (min) 15

## 8: Hill Boulevard & US Route 6

### Lanes, Volumes, Timings

With Action

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

Splits and Phases: 8: Hill Boulevard & US Route 6

|                                                                                      |                                                                                      |                                                                                      |                                                                                        |
|--------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
|  Ø1 |  Ø2 |  Ø3 |  Ø4 |
| 16 s                                                                                 | 36 s                                                                                 | 21 s                                                                                 | 21 s                                                                                   |
|  Ø5 |  Ø6 |                                                                                      |                                                                                        |
| 16 s                                                                                 | 36 s                                                                                 |                                                                                      |                                                                                        |

9: Hill Boulevard/Old Jefferson Valley Hill Road (W) & E Main Street  
Lanes, Volumes, Timings

With Action

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                        | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)              | 0                                                                                 | 626                                                                               | 47                                                                                | 61                                                                                | 331                                                                               | 0                                                                                 | 27                                                                                 | 0                                                                                   | 126                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Future Volume (vph)               | 0                                                                                 | 626                                                                               | 47                                                                                | 61                                                                                | 331                                                                               | 0                                                                                 | 27                                                                                 | 0                                                                                   | 126                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)                   | 13                                                                                | 13                                                                                | 13                                                                                | 10                                                                                | 10                                                                                | 10                                                                                | 16                                                                                 | 16                                                                                  | 16                                                                                  | 12                                                                                  | 13                                                                                  | 12                                                                                  |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                               |                                                                                   | 0.991                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 0.889                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Flt Protected                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.992                                                                             |                                                                                   |                                                                                    | 0.991                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)                 | 0                                                                                 | 1925                                                                              | 0                                                                                 | 0                                                                                 | 1739                                                                              | 0                                                                                 | 0                                                                                  | 1884                                                                                | 0                                                                                   | 0                                                                                   | 1963                                                                                | 0                                                                                   |
| Flt Permitted                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.992                                                                             |                                                                                   |                                                                                    | 0.991                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)                 | 0                                                                                 | 1925                                                                              | 0                                                                                 | 0                                                                                 | 1739                                                                              | 0                                                                                 | 0                                                                                  | 1884                                                                                | 0                                                                                   | 0                                                                                   | 1963                                                                                | 0                                                                                   |
| Link Speed (mph)                  |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)                |                                                                                   | 2070                                                                              |                                                                                   |                                                                                   | 109                                                                               |                                                                                   |                                                                                    | 1483                                                                                |                                                                                     |                                                                                     | 74                                                                                  |                                                                                     |
| Travel Time (s)                   |                                                                                   | 47.0                                                                              |                                                                                   |                                                                                   | 2.5                                                                               |                                                                                   |                                                                                    | 33.7                                                                                |                                                                                     |                                                                                     | 1.7                                                                                 |                                                                                     |
| Peak Hour Factor                  | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              | 0.81                                                                               | 0.81                                                                                | 0.81                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Heavy Vehicles (%)                | 0%                                                                                | 1%                                                                                | 2%                                                                                | 2%                                                                                | 1%                                                                                | 0%                                                                                | 4%                                                                                 | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Adj. Flow (vph)                   | 0                                                                                 | 659                                                                               | 49                                                                                | 69                                                                                | 376                                                                               | 0                                                                                 | 33                                                                                 | 0                                                                                   | 156                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Shared Lane Traffic (%)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)             | 0                                                                                 | 708                                                                               | 0                                                                                 | 0                                                                                 | 445                                                                               | 0                                                                                 | 0                                                                                  | 189                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Enter Blocked Intersection        | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                 | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment                    | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                               | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)                  |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Link Offset(ft)                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)               |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                    | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor                    | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 1.09                                                                              | 1.09                                                                              | 1.09                                                                              | 0.85                                                                               | 0.85                                                                                | 0.85                                                                                | 1.00                                                                                | 0.96                                                                                | 1.00                                                                                |
| Turning Speed (mph)               | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                 |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                        | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:                     | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization | 75.9%                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|                                   | ICU Level of Service D                                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# 10: E Main Street & Old Jefferson Valley Hill Road (E)

## Lanes, Volumes, Timings

With Action

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                        | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR                                                                               |
| Lane Configurations               |                                                                                   |  |  |                                                                                   |                                                                                   |                                                                                   |
| Traffic Volume (vph)              | 0                                                                                 | 752                                                                               | 392                                                                               | 2                                                                                 | 0                                                                                 | 0                                                                                 |
| Future Volume (vph)               | 0                                                                                 | 752                                                                               | 392                                                                               | 2                                                                                 | 0                                                                                 | 0                                                                                 |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Frt                               | 0.999                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Flt Protected                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Satd. Flow (prot)                 | 0                                                                                 | 1863                                                                              | 1861                                                                              | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Flt Permitted                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Satd. Flow (perm)                 | 0                                                                                 | 1863                                                                              | 1861                                                                              | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Link Speed (mph)                  |                                                                                   | 30                                                                                | 30                                                                                |                                                                                   | 30                                                                                |                                                                                   |
| Link Distance (ft)                |                                                                                   | 109                                                                               | 517                                                                               |                                                                                   | 116                                                                               |                                                                                   |
| Travel Time (s)                   |                                                                                   | 2.5                                                                               | 11.8                                                                              |                                                                                   | 2.6                                                                               |                                                                                   |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Adj. Flow (vph)                   | 0                                                                                 | 817                                                                               | 426                                                                               | 2                                                                                 | 0                                                                                 | 0                                                                                 |
| Shared Lane Traffic (%)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Group Flow (vph)             | 0                                                                                 | 817                                                                               | 428                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Enter Blocked Intersection        | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                |
| Lane Alignment                    | Left                                                                              | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Right                                                                             |
| Median Width(ft)                  |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |
| Link Offset(ft)                   |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |
| Crosswalk Width(ft)               |                                                                                   | 16                                                                                | 16                                                                                |                                                                                   | 16                                                                                |                                                                                   |
| Two way Left Turn Lane            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Headway Factor                    | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Turning Speed (mph)               | 15                                                                                |                                                                                   |                                                                                   | 9                                                                                 | 15                                                                                | 9                                                                                 |
| Sign Control                      |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   | Stop                                                                              |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:                        | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:                     | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization | 42.9%                                                                             |                                                                                   |                                                                                   | ICU Level of Service A                                                            |                                                                                   |                                                                                   |
| Analysis Period (min)             | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |



# 11: Old Jefferson Valley Hill Road (W) & Old Jefferson Valley Road/Old Jefferson Valley Hill Road (E) Lanes, Volumes, Timings

With Action

|                                        |       |       |      |                        |      |       |
|----------------------------------------|-------|-------|------|------------------------|------|-------|
|                                        | →     | ↘     | ↙    | ←                      | ↖    | ↗     |
| Lane Group                             | EBT   | EBR   | WBL  | WBT                    | NBL  | NBR   |
| Lane Configurations                    | ↰     |       |      | ↱                      | ↱    |       |
| Traffic Volume (vph)                   | 0     | 0     | 0    | 2                      | 0    | 0     |
| Future Volume (vph)                    | 0     | 0     | 0    | 2                      | 0    | 0     |
| Ideal Flow (vphpl)                     | 1900  | 1900  | 1900 | 1900                   | 1900 | 1900  |
| Lane Util. Factor                      | 1.00  | 1.00  | 1.00 | 1.00                   | 1.00 | 1.00  |
| Frt                                    |       |       |      |                        |      |       |
| Flt Protected                          |       |       |      |                        |      |       |
| Satd. Flow (prot)                      | 1863  | 0     | 0    | 1863                   | 1863 | 0     |
| Flt Permitted                          |       |       |      |                        |      |       |
| Satd. Flow (perm)                      | 1863  | 0     | 0    | 1863                   | 1863 | 0     |
| Link Speed (mph)                       | 30    |       |      | 30                     | 30   |       |
| Link Distance (ft)                     | 448   |       |      | 116                    | 74   |       |
| Travel Time (s)                        | 10.2  |       |      | 2.6                    | 1.7  |       |
| Peak Hour Factor                       | 0.92  | 0.92  | 0.92 | 0.92                   | 0.92 | 0.92  |
| Adj. Flow (vph)                        | 0     | 0     | 0    | 2                      | 0    | 0     |
| Shared Lane Traffic (%)                |       |       |      |                        |      |       |
| Lane Group Flow (vph)                  | 0     | 0     | 0    | 2                      | 0    | 0     |
| Enter Blocked Intersection             | No    | No    | No   | No                     | No   | No    |
| Lane Alignment                         | Left  | Right | Left | Left                   | Left | Right |
| Median Width(ft)                       | 0     |       |      | 0                      | 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  |
| Turning Speed (mph)                    |       | 9     | 15   |                        | 15   | 9     |
| Sign Control                           | Free  |       |      | Free                   | Free |       |
| Intersection Summary                   |       |       |      |                        |      |       |
| Area Type:                             | Other |       |      |                        |      |       |
| Control Type: Unsignalized             |       |       |      |                        |      |       |
| Intersection Capacity Utilization 6.7% |       |       |      | ICU Level of Service A |      |       |
| Analysis Period (min) 15               |       |       |      |                        |      |       |

# 4: E Main Street & US Route 6 HCM 6th TWSC

With Action

| Intersection               |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-------------------------------------------------------------------------------------|-------|
| Int Delay, s/veh           | 34.1                                                                              |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| Movement                   | EBL                                                                               | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | WBR  | NBL    | NBT                                                                               | NBR  | SBL    | SBT                                                                                 | SBR   |
| Lane Configurations        |  |  |      |  |  |      |        |  |      |        |  |       |
| Traffic Vol, veh/h         | 619                                                                               | 1564                                                                              | 24   | 5                                                                                 | 1306                                                                              | 18   | 21     | 0                                                                                 | 26   | 5      | 0                                                                                   | 377   |
| Future Vol, veh/h          | 619                                                                               | 1564                                                                              | 24   | 5                                                                                 | 1306                                                                              | 18   | 21     | 0                                                                                 | 26   | 5      | 0                                                                                   | 377   |
| Conflicting Peds, #/hr     | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                   | 0     |
| Sign Control               | Free                                                                              | Free                                                                              | Free | Free                                                                              | Free                                                                              | Free | Stop   | Stop                                                                              | Stop | Stop   | Stop                                                                                | Stop  |
| RT Channelized             | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                   | None  |
| Storage Length             | 150                                                                               | -                                                                                 | -    | 140                                                                               | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                   | -     |
| Veh in Median Storage, #   | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                   | -     |
| Grade, %                   | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                   | -     |
| Peak Hour Factor           | 94                                                                                | 94                                                                                | 94   | 91                                                                                | 91                                                                                | 91   | 72     | 72                                                                                | 72   | 91     | 91                                                                                  | 91    |
| Heavy Vehicles, %          | 1                                                                                 | 1                                                                                 | 0    | 0                                                                                 | 2                                                                                 | 21   | 0      | 0                                                                                 | 0    | 50     | 0                                                                                   | 4     |
| Mvmt Flow                  | 659                                                                               | 1664                                                                              | 26   | 5                                                                                 | 1435                                                                              | 20   | 29     | 0                                                                                 | 36   | 5      | 0                                                                                   | 414   |
|                            |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| Major/Minor                | Major1                                                                            |                                                                                   |      | Major2                                                                            |                                                                                   |      | Minor1 |                                                                                   |      | Minor2 |                                                                                     |       |
| Conflicting Flow All       | 1455                                                                              | 0                                                                                 | 0    | 1690                                                                              | 0                                                                                 | 0    | 3723   | 4460                                                                              | 845  | 3605   | 4463                                                                                | 728   |
| Stage 1                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 2995   | 2995                                                                              | -    | 1455   | 1455                                                                                | -     |
| Stage 2                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 728    | 1465                                                                              | -    | 2150   | 3008                                                                                | -     |
| Critical Hdwy              | 4.12                                                                              | -                                                                                 | -    | 4.1                                                                               | -                                                                                 | -    | 7.5    | 6.5                                                                               | 6.9  | 8.5    | 6.5                                                                                 | 6.98  |
| Critical Hdwy Stg 1        | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 6.5    | 5.5                                                                               | -    | 7.5    | 5.5                                                                                 | -     |
| Critical Hdwy Stg 2        | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 6.5    | 5.5                                                                               | -    | 7.5    | 5.5                                                                                 | -     |
| Follow-up Hdwy             | 2.21                                                                              | -                                                                                 | -    | 2.2                                                                               | -                                                                                 | -    | 3.5    | 4                                                                                 | 3.3  | 4      | 4                                                                                   | 3.34  |
| Pot Cap-1 Maneuver         | ~ 466                                                                             | -                                                                                 | -    | 383                                                                               | -                                                                                 | -    | ~ 2    | 1                                                                                 | 310  | ~ 1    | 1                                                                                   | ~ 361 |
| Stage 1                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | ~ 14   | 32                                                                                | -    | 88     | 197                                                                                 | -     |
| Stage 2                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 386    | 194                                                                               | -    | 27     | 31                                                                                  | -     |
| Platoon blocked, %         |                                                                                   | -                                                                                 | -    |                                                                                   | -                                                                                 | -    |        |                                                                                   |      |        |                                                                                     |       |
| Mov Cap-1 Maneuver         | ~ 466                                                                             | -                                                                                 | -    | 383                                                                               | -                                                                                 | -    | -      | 0                                                                                 | 310  | -      | 0                                                                                   | ~ 361 |
| Mov Cap-2 Maneuver         | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                   | -     |
| Stage 1                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | ~ 14   | 0                                                                                 | -    | 88     | 194                                                                                 | -     |
| Stage 2                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | 191                                                                               | -    | -      | 0                                                                                   | -     |
|                            |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| Approach                   | EB                                                                                |                                                                                   |      | WB                                                                                |                                                                                   |      | NB     |                                                                                   |      | SB     |                                                                                     |       |
| HCM Control Delay, s       | 62.3                                                                              |                                                                                   |      | 0.1                                                                               |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| HCM LOS                    |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      | -      |                                                                                   |      | -      |                                                                                     |       |
|                            |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| Minor Lane/Major Mvmt      | NBLn1                                                                             | EBL                                                                               | EBT  | EBR                                                                               | WBL                                                                               | WBT  | WBR    | SBLn1                                                                             |      |        |                                                                                     |       |
| Capacity (veh/h)           | -                                                                                 | ~ 466                                                                             | -    | -                                                                                 | 383                                                                               | -    | -      | -                                                                                 |      |        |                                                                                     |       |
| HCM Lane V/C Ratio         | -                                                                                 | 1.413                                                                             | -    | -                                                                                 | 0.014                                                                             | -    | -      | -                                                                                 |      |        |                                                                                     |       |
| HCM Control Delay (s)      | -                                                                                 | 222.1                                                                             | -    | -                                                                                 | 14.5                                                                              | -    | -      | -                                                                                 |      |        |                                                                                     |       |
| HCM Lane LOS               | -                                                                                 | F                                                                                 | -    | -                                                                                 | B                                                                                 | -    | -      | -                                                                                 |      |        |                                                                                     |       |
| HCM 95th %tile Q(veh)      | -                                                                                 | 31.8                                                                              | -    | -                                                                                 | 0                                                                                 | -    | -      | -                                                                                 |      |        |                                                                                     |       |
| Notes                      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| ~: Volume exceeds capacity |                                                                                   | \$: Delay exceeds 300s                                                            |      | +: Computation Not Defined                                                        |                                                                                   |      |        | *: All major volume in platoon                                                    |      |        |                                                                                     |       |

5: E Main Street & Old Rt 6  
HCM 6th TWSC

With Action

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 2.6                                                                               |        |       |                                                                                   |                                                                                   |      |
| Movement                 | EBT                                                                               | EBR    | WBL   | WBT                                                                               | NBL                                                                               | NBR  |
| Lane Configurations      |  |        |       |  |  |      |
| Traffic Vol, veh/h       | 6                                                                                 | 59     | 323   | 7                                                                                 | 71                                                                                | 566  |
| Future Vol, veh/h        | 6                                                                                 | 59     | 323   | 7                                                                                 | 71                                                                                | 566  |
| 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         | 44                                                                                | 44     | 94    | 94                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 33                                                                                | 0      | 4     | 0                                                                                 | 25                                                                                | 2    |
| Mvmt Flow                | 14                                                                                | 134    | 344   | 7                                                                                 | 77                                                                                | 615  |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |      |
| Major/Minor              | Minor2                                                                            | Major2 |       |                                                                                   |                                                                                   |      |
| Conflicting Flow All     | 695                                                                               | 7      | 0     | 0                                                                                 |                                                                                   |      |
| Stage 1                  | 695                                                                               | -      | -     | -                                                                                 |                                                                                   |      |
| Stage 2                  | 0                                                                                 | -      | -     | -                                                                                 |                                                                                   |      |
| Critical Hdwy            | 6.83                                                                              | 6.2    | 4.14  | -                                                                                 |                                                                                   |      |
| Critical Hdwy Stg 1      | 5.83                                                                              | -      | -     | -                                                                                 |                                                                                   |      |
| Critical Hdwy Stg 2      | -                                                                                 | -      | -     | -                                                                                 |                                                                                   |      |
| Follow-up Hdwy           | 4.297                                                                             | 3.3    | 2.236 | -                                                                                 |                                                                                   |      |
| Pot Cap-1 Maneuver       | 330                                                                               | 1081   | -     | -                                                                                 |                                                                                   |      |
| Stage 1                  | 400                                                                               | -      | -     | -                                                                                 |                                                                                   |      |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 |                                                                                   |      |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 |                                                                                   |      |
| Mov Cap-1 Maneuver       | 0                                                                                 | 1081   | -     | -                                                                                 |                                                                                   |      |
| Mov Cap-2 Maneuver       | 0                                                                                 | -      | -     | -                                                                                 |                                                                                   |      |
| Stage 1                  | 0                                                                                 | -      | -     | -                                                                                 |                                                                                   |      |
| Stage 2                  | 0                                                                                 | -      | -     | -                                                                                 |                                                                                   |      |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |      |
| Approach                 | EB                                                                                | WB     |       |                                                                                   |                                                                                   |      |
| HCM Control Delay, s     | 8.9                                                                               |        |       |                                                                                   |                                                                                   |      |
| HCM LOS                  | A                                                                                 |        |       |                                                                                   |                                                                                   |      |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | EBLn1                                                                             | WBL    | WBT   |                                                                                   |                                                                                   |      |
| Capacity (veh/h)         | 1081                                                                              | -      | -     |                                                                                   |                                                                                   |      |
| HCM Lane V/C Ratio       | 0.137                                                                             | -      | -     |                                                                                   |                                                                                   |      |
| HCM Control Delay (s)    | 8.9                                                                               | -      | -     |                                                                                   |                                                                                   |      |
| HCM Lane LOS             | A                                                                                 | -      | -     |                                                                                   |                                                                                   |      |
| HCM 95th %tile Q(veh)    | 0.5                                                                               | -      | -     |                                                                                   |                                                                                   |      |

7: Lee Boulevard / Lee Road & E Main Street  
HCM 6th TWSC

With Action

| Intersection             |        |      |      |        |       |      |        |       |       |        |      |      |
|--------------------------|--------|------|------|--------|-------|------|--------|-------|-------|--------|------|------|
| Int Delay, s/veh         | 6.5    |      |      |        |       |      |        |       |       |        |      |      |
| Movement                 | EBL    | EBT  | EBR  | WBL    | WBT   | WBR  | NBL    | NBT   | NBR   | SBL    | SBT  | SBR  |
| Lane Configurations      |        | ↕    |      |        | ↕     |      |        | ↕     |       |        | ↕    |      |
| Traffic Vol, veh/h       | 0      | 452  | 87   | 115    | 282   | 1    | 24     | 5     | 207   | 1      | 2    | 0    |
| Future Vol, veh/h        | 0      | 452  | 87   | 115    | 282   | 1    | 24     | 5     | 207   | 1      | 2    | 0    |
| Conflicting Peds, #/hr   | 0      | 0    | 0    | 0      | 0     | 0    | 0      | 0     | 0     | 0      | 0    | 0    |
| Sign Control             | Free   | Free | Free | Free   | Free  | Free | Stop   | Stop  | Stop  | Stop   | Stop | Stop |
| RT Channelized           | -      | -    | None | -      | -     | None | -      | -     | None  | -      | -    | None |
| Storage Length           | -      | -    | -    | -      | -     | -    | -      | -     | -     | -      | -    | -    |
| Veh in Median Storage, # | -      | 0    | -    | -      | 0     | -    | -      | 0     | -     | -      | 0    | -    |
| Grade, %                 | -      | 0    | -    | -      | 0     | -    | -      | 0     | -     | -      | 0    | -    |
| Peak Hour Factor         | 91     | 91   | 91   | 97     | 97    | 97   | 88     | 88    | 88    | 92     | 92   | 92   |
| Heavy Vehicles, %        | 0      | 1    | 1    | 4      | 4     | 0    | 0      | 0     | 1     | 0      | 0    | 0    |
| Mvmt Flow                | 0      | 497  | 96   | 119    | 291   | 1    | 27     | 6     | 235   | 1      | 2    | 0    |
|                          |        |      |      |        |       |      |        |       |       |        |      |      |
| Major/Minor              | Major1 |      |      | Major2 |       |      | Minor1 |       |       | Minor2 |      |      |
| Conflicting Flow All     | 292    | 0    | 0    | 593    | 0     | 0    | 1076   | 1075  | 545   | 1196   | 1123 | 292  |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 545    | 545   | -     | 530    | 530  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 531    | 530   | -     | 666    | 593  | -    |
| Critical Hdwy            | 4.1    | -    | -    | 4.14   | -     | -    | 7.1    | 6.5   | 6.21  | 7.1    | 6.5  | 6.2  |
| Critical Hdwy Stg 1      | -      | -    | -    | -      | -     | -    | 6.1    | 5.5   | -     | 6.1    | 5.5  | -    |
| Critical Hdwy Stg 2      | -      | -    | -    | -      | -     | -    | 6.1    | 5.5   | -     | 6.1    | 5.5  | -    |
| Follow-up Hdwy           | 2.2    | -    | -    | 2.236  | -     | -    | 3.5    | 4     | 3.309 | 3.5    | 4    | 3.3  |
| Pot Cap-1 Maneuver       | 1281   | -    | -    | 973    | -     | -    | 199    | 221   | 540   | 164    | 207  | 752  |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 526    | 522   | -     | 536    | 530  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 536    | 530   | -     | 452    | 497  | -    |
| Platoon blocked, %       |        | -    | -    |        | -     | -    |        |       |       |        |      |      |
| Mov Cap-1 Maneuver       | 1281   | -    | -    | 973    | -     | -    | 175    | 189   | 540   | 80     | 177  | 752  |
| Mov Cap-2 Maneuver       | -      | -    | -    | -      | -     | -    | 175    | 189   | -     | 80     | 177  | -    |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 526    | 522   | -     | 536    | 453  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 456    | 453   | -     | 252    | 497  | -    |
|                          |        |      |      |        |       |      |        |       |       |        |      |      |
|                          |        |      |      |        |       |      |        |       |       |        |      |      |
| Approach                 | EB     |      |      | WB     |       |      | NB     |       |       | SB     |      |      |
| HCM Control Delay, s     | 0      |      |      | 2.7    |       |      | 26.1   |       |       | 34.3   |      |      |
| HCM LOS                  |        |      |      |        |       |      | D      |       |       | D      |      |      |
|                          |        |      |      |        |       |      |        |       |       |        |      |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBL  | EBT  | EBR    | WBL   | WBT  | WBR    | SBLn1 |       |        |      |      |
| Capacity (veh/h)         | 431    | 1281 | -    | -      | 973   | -    | -      | 126   |       |        |      |      |
| HCM Lane V/C Ratio       | 0.622  | -    | -    | -      | 0.122 | -    | -      | 0.026 |       |        |      |      |
| HCM Control Delay (s)    | 26.1   | 0    | -    | -      | 9.2   | 0    | -      | 34.3  |       |        |      |      |
| HCM Lane LOS             | D      | A    | -    | -      | A     | A    | -      | D     |       |        |      |      |
| HCM 95th %tile Q(veh)    | 4.1    | 0    | -    | -      | 0.4   | -    | -      | 0.1   |       |        |      |      |

9: Hill Boulevard/Old Jefferson Valley Hill Road (W) & E Main Street  
HCM 6th TWSC

With Action

| Intersection             |        |      |      |        |       |      |        |       |      |        |      |      |
|--------------------------|--------|------|------|--------|-------|------|--------|-------|------|--------|------|------|
| Int Delay, s/veh         | 4.6    |      |      |        |       |      |        |       |      |        |      |      |
| Movement                 | EBL    | EBT  | EBR  | WBL    | WBT   | WBR  | NBL    | NBT   | NBR  | SBL    | SBT  | SBR  |
| Lane Configurations      |        | ↕    |      |        | ↕     |      |        | ↕     |      |        | ↕    |      |
| Traffic Vol, veh/h       | 0      | 626  | 47   | 61     | 331   | 0    | 27     | 0     | 126  | 0      | 0    | 0    |
| Future Vol, veh/h        | 0      | 626  | 47   | 61     | 331   | 0    | 27     | 0     | 126  | 0      | 0    | 0    |
| Conflicting Peds, #/hr   | 0      | 0    | 0    | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0    | 0    |
| Sign Control             | Free   | Free | Free | Free   | Free  | Free | Stop   | Stop  | Stop | Stop   | Stop | Stop |
| RT Channelized           | -      | -    | None | -      | -     | None | -      | -     | None | -      | -    | None |
| Storage Length           | -      | -    | -    | -      | -     | -    | -      | -     | -    | -      | -    | -    |
| Veh in Median Storage, # | -      | 0    | -    | -      | 0     | -    | -      | 0     | -    | -      | 0    | -    |
| Grade, %                 | -      | 0    | -    | -      | 0     | -    | -      | 0     | -    | -      | 0    | -    |
| Peak Hour Factor         | 95     | 95   | 95   | 88     | 88    | 88   | 81     | 81    | 81   | 92     | 92   | 92   |
| Heavy Vehicles, %        | 0      | 1    | 2    | 2      | 1     | 0    | 4      | 0     | 0    | 0      | 0    | 0    |
| Mvmt Flow                | 0      | 659  | 49   | 69     | 376   | 0    | 33     | 0     | 156  | 0      | 0    | 0    |
| Major/Minor              | Major1 |      |      | Major2 |       |      | Minor1 |       |      | Minor2 |      |      |
| Conflicting Flow All     | 376    | 0    | 0    | 708    | 0     | 0    | 1198   | 1198  | 684  | 1276   | 1222 | 376  |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 684    | 684   | -    | 514    | 514  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 514    | 514   | -    | 762    | 708  | -    |
| Critical Hdwy            | 4.1    | -    | -    | 4.12   | -     | -    | 7.14   | 6.5   | 6.2  | 7.1    | 6.5  | 6.2  |
| Critical Hdwy Stg 1      | -      | -    | -    | -      | -     | -    | 6.14   | 5.5   | -    | 6.1    | 5.5  | -    |
| Critical Hdwy Stg 2      | -      | -    | -    | -      | -     | -    | 6.14   | 5.5   | -    | 6.1    | 5.5  | -    |
| Follow-up Hdwy           | 2.2    | -    | -    | 2.218  | -     | -    | 3.536  | 4     | 3.3  | 3.5    | 4    | 3.3  |
| Pot Cap-1 Maneuver       | 1194   | -    | -    | 891    | -     | -    | 161    | 187   | 452  | 145    | 181  | 675  |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 435    | 452   | -    | 547    | 539  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 540    | 539   | -    | 400    | 441  | -    |
| Platoon blocked, %       | -      | -    | -    | -      | -     | -    | -      | -     | -    | -      | -    | -    |
| Mov Cap-1 Maneuver       | 1194   | -    | -    | 891    | -     | -    | 149    | 169   | 452  | 88     | 163  | 675  |
| Mov Cap-2 Maneuver       | -      | -    | -    | -      | -     | -    | 149    | 169   | -    | 88     | 163  | -    |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 435    | 452   | -    | 547    | 486  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 487    | 486   | -    | 262    | 441  | -    |
| Approach                 | EB     |      |      | WB     |       |      | NB     |       |      | SB     |      |      |
| HCM Control Delay, s     | 0      |      |      | 1.5    |       |      | 29.1   |       |      | 0      |      |      |
| HCM LOS                  |        |      |      |        |       |      | D      |       |      | A      |      |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBL  | EBT  | EBR    | WBL   | WBT  | WBR    | SBLn1 |      |        |      |      |
| Capacity (veh/h)         | 333    | 1194 | -    | -      | 891   | -    | -      | -     |      |        |      |      |
| HCM Lane V/C Ratio       | 0.567  | -    | -    | -      | 0.078 | -    | -      | -     |      |        |      |      |
| HCM Control Delay (s)    | 29.1   | 0    | -    | -      | 9.4   | 0    | -      | 0     |      |        |      |      |
| HCM Lane LOS             | D      | A    | -    | -      | A     | A    | -      | A     |      |        |      |      |
| HCM 95th %tile Q(veh)    | 3.3    | 0    | -    | -      | 0.3   | -    | -      | -     |      |        |      |      |



# 1: Barger Street & US Route 6 Lanes, Volumes, Timings

With Action

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |                                                                                   |  |  |                                                                                   |                                                                                    |  |  |  |  |  |
| Traffic Volume (vph)       | 46                                                                                | 1195                                                                              | 96                                                                                | 232                                                                               | 1116                                                                              | 46                                                                                | 161                                                                                | 45                                                                                  | 255                                                                                 | 43                                                                                  | 28                                                                                  | 25                                                                                  |
| Future Volume (vph)        | 46                                                                                | 1195                                                                              | 96                                                                                | 232                                                                               | 1116                                                                              | 46                                                                                | 161                                                                                | 45                                                                                  | 255                                                                                 | 43                                                                                  | 28                                                                                  | 25                                                                                  |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 11                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 11                                                                                 | 11                                                                                  | 12                                                                                  | 10                                                                                  | 10                                                                                  | 10                                                                                  |
| Storage Length (ft)        | 200                                                                               |                                                                                   | 0                                                                                 | 335                                                                               |                                                                                   | 0                                                                                 | 0                                                                                  |                                                                                     | 100                                                                                 | 105                                                                                 |                                                                                     | 0                                                                                   |
| Storage Lanes              | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                  |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     | 0                                                                                   |
| Taper Length (ft)          | 150                                                                               |                                                                                   |                                                                                   | 210                                                                               |                                                                                   |                                                                                   | 25                                                                                 |                                                                                     |                                                                                     | 120                                                                                 |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                        |                                                                                   | 0.989                                                                             |                                                                                   |                                                                                   | 0.994                                                                             |                                                                                   |                                                                                    |                                                                                     | 0.850                                                                               |                                                                                     | 0.930                                                                               |                                                                                     |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                    | 0.962                                                                               |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1745                                                                              | 3532                                                                              | 0                                                                                 | 1787                                                                              | 3551                                                                              | 0                                                                                 | 0                                                                                  | 1767                                                                                | 1583                                                                                | 1652                                                                                | 1586                                                                                | 0                                                                                   |
| Flt Permitted              | 0.106                                                                             |                                                                                   |                                                                                   | 0.092                                                                             |                                                                                   |                                                                                   |                                                                                    | 0.734                                                                               |                                                                                     | 0.458                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 195                                                                               | 3532                                                                              | 0                                                                                 | 173                                                                               | 3551                                                                              | 0                                                                                 | 0                                                                                  | 1348                                                                                | 1583                                                                                | 796                                                                                 | 1586                                                                                | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                    |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   | 11                                                                                |                                                                                   |                                                                                   | 5                                                                                 |                                                                                   |                                                                                    |                                                                                     | 300                                                                                 |                                                                                     | 27                                                                                  |                                                                                     |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 1131                                                                              |                                                                                   |                                                                                   | 642                                                                               |                                                                                   |                                                                                    | 494                                                                                 |                                                                                     |                                                                                     | 419                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 25.7                                                                              |                                                                                   |                                                                                   | 14.6                                                                              |                                                                                   |                                                                                    | 11.2                                                                                |                                                                                     |                                                                                     | 9.5                                                                                 |                                                                                     |
| Peak Hour Factor           | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.85                                                                               | 0.85                                                                                | 0.85                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 1%                                                                                | 2%                                                                                | 1%                                                                                | 1%                                                                                | 2%                                                                                | 0%                                                                                 | 0%                                                                                  | 2%                                                                                  | 2%                                                                                  | 4%                                                                                  | 4%                                                                                  |
| Adj. Flow (vph)            | 48                                                                                | 1258                                                                              | 101                                                                               | 247                                                                               | 1187                                                                              | 49                                                                                | 189                                                                                | 53                                                                                  | 300                                                                                 | 47                                                                                  | 31                                                                                  | 27                                                                                  |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 48                                                                                | 1359                                                                              | 0                                                                                 | 247                                                                               | 1236                                                                              | 0                                                                                 | 0                                                                                  | 242                                                                                 | 300                                                                                 | 47                                                                                  | 58                                                                                  | 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                                                                                |                                                                                   |                                                                                   | 18                                                                                |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 10                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                    | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 1.04                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                               | 1.04                                                                                | 1.00                                                                                | 1.09                                                                                | 1.09                                                                                | 1.09                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                 |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                  | 2                                                                                   | 1                                                                                   | 1                                                                                   | 2                                                                                   |                                                                                     |
| Detector Template          | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                               | Thru                                                                                | Right                                                                               | Left                                                                                | Thru                                                                                |                                                                                     |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                 | 100                                                                                 | 20                                                                                  | 20                                                                                  | 100                                                                                 |                                                                                     |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                 | 6                                                                                   | 20                                                                                  | 20                                                                                  | 6                                                                                   |                                                                                     |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                              | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               |                                                                                     |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                    | 94                                                                                  |                                                                                     |                                                                                     | 94                                                                                  |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                    | 6                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                    | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                             | NA                                                                                |                                                                                   | Perm                                                                               | NA                                                                                  | Perm                                                                                | Perm                                                                                | NA                                                                                  |                                                                                     |

# 1: Barger Street & US Route 6 Lanes, Volumes, Timings

With Action

|                       |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group            | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Protected Phases      | 2                                                                                 | 5                                                                                 |                                                                                   | 6                                                                                 | 1                                                                                 |                                                                                   |                                                                                    | 3                                                                                   |                                                                                     |                                                                                     | 3                                                                                   |                                                                                     |
| Permitted Phases      | 5                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 3                                                                                  |                                                                                     | 3                                                                                   | 3                                                                                   |                                                                                     |                                                                                     |
| Detector Phase        | 2                                                                                 | 5                                                                                 |                                                                                   | 6                                                                                 | 1                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   | 3                                                                                   | 3                                                                                   | 3                                                                                   |                                                                                     |
| Switch Phase          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)   | 6.0                                                                               | 5.0                                                                               |                                                                                   | 6.0                                                                               | 5.0                                                                               |                                                                                   | 6.0                                                                                | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Minimum Split (s)     | 12.0                                                                              | 11.0                                                                              |                                                                                   | 12.0                                                                              | 11.0                                                                              |                                                                                   | 12.0                                                                               | 12.0                                                                                | 12.0                                                                                | 12.0                                                                                | 12.0                                                                                |                                                                                     |
| Total Split (s)       | 20.0                                                                              | 40.0                                                                              |                                                                                   | 20.0                                                                              | 40.0                                                                              |                                                                                   | 30.0                                                                               | 30.0                                                                                | 30.0                                                                                | 30.0                                                                                | 30.0                                                                                |                                                                                     |
| Total Split (%)       | 22.2%                                                                             | 44.4%                                                                             |                                                                                   | 22.2%                                                                             | 44.4%                                                                             |                                                                                   | 33.3%                                                                              | 33.3%                                                                               | 33.3%                                                                               | 33.3%                                                                               | 33.3%                                                                               |                                                                                     |
| Maximum Green (s)     | 14.0                                                                              | 34.0                                                                              |                                                                                   | 14.0                                                                              | 34.0                                                                              |                                                                                   | 24.0                                                                               | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                |                                                                                     |
| Yellow Time (s)       | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| All-Red Time (s)      | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                                | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 |                                                                                     |
| Lost Time Adjust (s)  | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Lost Time (s)   | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                    | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Lead/Lag              | Lag                                                                               | Lead                                                                              |                                                                                   | Lag                                                                               | Lead                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?    | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                               | Yes                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Vehicle Extension (s) | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                                | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |
| Recall Mode           | None                                                                              | C-Min                                                                             |                                                                                   | None                                                                              | C-Min                                                                             |                                                                                   | None                                                                               | None                                                                                | None                                                                                | None                                                                                | None                                                                                |                                                                                     |
| Act Effect Green (s)  | 48.6                                                                              | 40.1                                                                              |                                                                                   | 54.6                                                                              | 46.5                                                                              |                                                                                   |                                                                                    | 19.8                                                                                | 19.8                                                                                | 19.8                                                                                | 19.8                                                                                |                                                                                     |
| Actuated g/C Ratio    | 0.54                                                                              | 0.45                                                                              |                                                                                   | 0.61                                                                              | 0.52                                                                              |                                                                                   |                                                                                    | 0.22                                                                                | 0.22                                                                                | 0.22                                                                                | 0.22                                                                                |                                                                                     |
| v/c Ratio             | 0.17                                                                              | 0.86                                                                              |                                                                                   | 0.77                                                                              | 0.67                                                                              |                                                                                   |                                                                                    | 0.82                                                                                | 0.52                                                                                | 0.27                                                                                | 0.16                                                                                |                                                                                     |
| Control Delay         | 14.1                                                                              | 31.4                                                                              |                                                                                   | 38.2                                                                              | 21.6                                                                              |                                                                                   |                                                                                    | 54.7                                                                                | 6.8                                                                                 | 31.4                                                                                | 17.2                                                                                |                                                                                     |
| Queue Delay           | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Delay           | 14.1                                                                              | 31.4                                                                              |                                                                                   | 38.2                                                                              | 21.6                                                                              |                                                                                   |                                                                                    | 54.7                                                                                | 6.8                                                                                 | 31.4                                                                                | 17.2                                                                                |                                                                                     |
| LOS                   | B                                                                                 | C                                                                                 |                                                                                   | D                                                                                 | C                                                                                 |                                                                                   |                                                                                    | D                                                                                   | A                                                                                   | C                                                                                   | B                                                                                   |                                                                                     |
| Approach Delay        |                                                                                   | 30.8                                                                              |                                                                                   |                                                                                   | 24.4                                                                              |                                                                                   |                                                                                    | 28.1                                                                                |                                                                                     |                                                                                     | 23.6                                                                                |                                                                                     |
| Approach LOS          |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |

## Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 86 (96%), Referenced to phase 1:WBTL and 5:EBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 27.5

Intersection LOS: C

Intersection Capacity Utilization 81.9%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: Barger Street & US Route 6

|                                                                                            |                                                                                        |                                                                                          |
|--------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|
|  Ø1 (R) |  Ø2 |  Ø3 |
| 40 s                                                                                       | 20 s                                                                                   | 30 s                                                                                     |
|  Ø5 (R) |  Ø6 |                                                                                          |
| 40 s                                                                                       | 20 s                                                                                   |                                                                                          |



## 2: US Route 6 & Taconic State Parkway SB Ramps

### Lanes, Volumes, Timings

With Action

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |                                                                                   | ↑↑                                                                                | ↑                                                                                 |                                                                                   | ↑↑                                                                                | ↑                                                                                 |                                                                                     |                                                                                     |                                                                                     | ↑                                                                                   |                                                                                     | ↑                                                                                   |
| Traffic Volume (vph)       | 0                                                                                 | 1234                                                                              | 259                                                                               | 0                                                                                 | 1300                                                                              | 516                                                                               | 0                                                                                   | 0                                                                                   | 0                                                                                   | 147                                                                                 | 0                                                                                   | 94                                                                                  |
| Future Volume (vph)        | 0                                                                                 | 1234                                                                              | 259                                                                               | 0                                                                                 | 1300                                                                              | 516                                                                               | 0                                                                                   | 0                                                                                   | 0                                                                                   | 147                                                                                 | 0                                                                                   | 94                                                                                  |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Storage Length (ft)        | 0                                                                                 |                                                                                   | 325                                                                               | 0                                                                                 |                                                                                   | 600                                                                               | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 105                                                                                 |
| Storage Lanes              | 0                                                                                 |                                                                                   | 1                                                                                 | 0                                                                                 |                                                                                   | 1                                                                                 | 0                                                                                   |                                                                                     | 0                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                |                                                                                   |                                                                                   | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                        |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 3574                                                                              | 1615                                                                              | 0                                                                                 | 3610                                                                              | 1615                                                                              | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1805                                                                                | 0                                                                                   | 1615                                                                                |
| Flt Permitted              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 3574                                                                              | 1615                                                                              | 0                                                                                 | 3610                                                                              | 1615                                                                              | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1805                                                                                | 0                                                                                   | 1615                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 224                                                                               |                                                                                   |                                                                                   | 600                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 27                                                                                  |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                     | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 642                                                                               |                                                                                   |                                                                                   | 906                                                                               |                                                                                   |                                                                                     | 282                                                                                 |                                                                                     |                                                                                     | 530                                                                                 |                                                                                     |
| Travel Time (s)            |                                                                                   | 14.6                                                                              |                                                                                   |                                                                                   | 20.6                                                                              |                                                                                   |                                                                                     | 6.4                                                                                 |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Peak Hour Factor           | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.25                                                                                | 0.25                                                                                | 0.25                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 1%                                                                                | 0%                                                                                | 1%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Adj. Flow (vph)            | 0                                                                                 | 1356                                                                              | 285                                                                               | 0                                                                                 | 1512                                                                              | 600                                                                               | 0                                                                                   | 0                                                                                   | 0                                                                                   | 156                                                                                 | 0                                                                                   | 100                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 1356                                                                              | 285                                                                               | 0                                                                                 | 1512                                                                              | 600                                                                               | 0                                                                                   | 0                                                                                   | 0                                                                                   | 156                                                                                 | 0                                                                                   | 100                                                                                 |
| 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                                                                                |                                                                                   |                                                                                   | 24                                                                                |                                                                                   |                                                                                     | 12                                                                                  |                                                                                     |                                                                                     | 24                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     | 26                                                                                  |                                                                                     |
| 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                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        |                                                                                   | 2                                                                                 | 1                                                                                 |                                                                                   | 2                                                                                 | 1                                                                                 |                                                                                     |                                                                                     |                                                                                     | 1                                                                                   |                                                                                     | 1                                                                                   |
| Detector Template          |                                                                                   | Thru                                                                              | Right                                                                             |                                                                                   | Thru                                                                              | Right                                                                             |                                                                                     |                                                                                     |                                                                                     | Left                                                                                |                                                                                     | Right                                                                               |
| Leading Detector (ft)      |                                                                                   | 100                                                                               | 20                                                                                |                                                                                   | 100                                                                               | 20                                                                                |                                                                                     |                                                                                     |                                                                                     | 20                                                                                  |                                                                                     | 20                                                                                  |
| Trailing Detector (ft)     |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     | 0                                                                                   |
| Detector 1 Position(ft)    |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     | 0                                                                                   |
| Detector 1 Size(ft)        |                                                                                   | 6                                                                                 | 20                                                                                |                                                                                   | 6                                                                                 | 20                                                                                |                                                                                     |                                                                                     |                                                                                     | 20                                                                                  |                                                                                     | 20                                                                                  |
| Detector 1 Type            |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                     |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     | Cl+Ex                                                                               |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Detector 1 Queue (s)       |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Detector 1 Delay (s)       |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Turn Type                  |                                                                                   | NA                                                                                | Free                                                                              |                                                                                   | NA                                                                                | Perm                                                                              |                                                                                     |                                                                                     |                                                                                     | Perm                                                                                |                                                                                     | Perm                                                                                |
| Protected Phases           |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 5                                                                                 |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

## 2: US Route 6 & Taconic State Parkway SB Ramps

### Lanes, Volumes, Timings

With Action

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Permitted Phases        |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | 5                                                                                 |                                                                                    |                                                                                     |                                                                                     | 3                                                                                   |                                                                                     | 3                                                                                   |
| Detector Phase          |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 5                                                                                 | 5                                                                                 |                                                                                    |                                                                                     |                                                                                     | 3                                                                                   |                                                                                     | 3                                                                                   |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     |                                                                                   | 10.0                                                                              |                                                                                   |                                                                                   | 10.0                                                                              | 10.0                                                                              |                                                                                    |                                                                                     |                                                                                     | 5.0                                                                                 |                                                                                     | 5.0                                                                                 |
| Minimum Split (s)       |                                                                                   | 15.0                                                                              |                                                                                   |                                                                                   | 15.0                                                                              | 15.0                                                                              |                                                                                    |                                                                                     |                                                                                     | 30.0                                                                                |                                                                                     | 30.0                                                                                |
| Total Split (s)         |                                                                                   | 55.0                                                                              |                                                                                   |                                                                                   | 55.0                                                                              | 55.0                                                                              |                                                                                    |                                                                                     |                                                                                     | 35.0                                                                                |                                                                                     | 35.0                                                                                |
| Total Split (%)         |                                                                                   | 61.1%                                                                             |                                                                                   |                                                                                   | 61.1%                                                                             | 61.1%                                                                             |                                                                                    |                                                                                     |                                                                                     | 38.9%                                                                               |                                                                                     | 38.9%                                                                               |
| Maximum Green (s)       |                                                                                   | 50.0                                                                              |                                                                                   |                                                                                   | 50.0                                                                              | 50.0                                                                              |                                                                                    |                                                                                     |                                                                                     | 30.0                                                                                |                                                                                     | 30.0                                                                                |
| Yellow Time (s)         |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 4.0                                                                                 |                                                                                     | 4.0                                                                                 |
| All-Red Time (s)        |                                                                                   | 1.0                                                                               |                                                                                   |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 1.0                                                                                 |                                                                                     | 1.0                                                                                 |
| Lost Time Adjust (s)    |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Total Lost Time (s)     |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 5.0                                                                                 |                                                                                     | 5.0                                                                                 |
| Lead/Lag                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Vehicle Extension (s)   |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 2.0                                                                                 |                                                                                     | 2.0                                                                                 |
| Recall Mode             |                                                                                   | C-Min                                                                             |                                                                                   |                                                                                   | C-Min                                                                             | C-Min                                                                             |                                                                                    |                                                                                     |                                                                                     | None                                                                                |                                                                                     | None                                                                                |
| Walk Time (s)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 8.0                                                                                 |                                                                                     | 8.0                                                                                 |
| Flash Dont Walk (s)     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 17.0                                                                                |                                                                                     | 17.0                                                                                |
| Pedestrian Calls (#/hr) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     | 0                                                                                   |
| Act Effect Green (s)    |                                                                                   | 67.8                                                                              | 90.0                                                                              |                                                                                   | 67.8                                                                              | 67.8                                                                              |                                                                                    |                                                                                     |                                                                                     | 12.2                                                                                |                                                                                     | 12.2                                                                                |
| Actuated g/C Ratio      |                                                                                   | 0.75                                                                              | 1.00                                                                              |                                                                                   | 0.75                                                                              | 0.75                                                                              |                                                                                    |                                                                                     |                                                                                     | 0.14                                                                                |                                                                                     | 0.14                                                                                |
| v/c Ratio               |                                                                                   | 0.50                                                                              | 0.18                                                                              |                                                                                   | 0.56                                                                              | 0.44                                                                              |                                                                                    |                                                                                     |                                                                                     | 0.64                                                                                |                                                                                     | 0.41                                                                                |
| Control Delay           |                                                                                   | 5.5                                                                               | 0.2                                                                               |                                                                                   | 5.9                                                                               | 1.6                                                                               |                                                                                    |                                                                                     |                                                                                     | 48.0                                                                                |                                                                                     | 30.4                                                                                |
| Queue Delay             |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                    |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Total Delay             |                                                                                   | 5.5                                                                               | 0.2                                                                               |                                                                                   | 5.9                                                                               | 1.6                                                                               |                                                                                    |                                                                                     |                                                                                     | 48.0                                                                                |                                                                                     | 30.4                                                                                |
| LOS                     |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   | A                                                                                 | A                                                                                 |                                                                                    |                                                                                     |                                                                                     | D                                                                                   |                                                                                     | C                                                                                   |
| Approach Delay          |                                                                                   | 4.6                                                                               |                                                                                   |                                                                                   | 4.7                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 41.1                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |

#### Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 1:EBT and 5:WBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 7.0

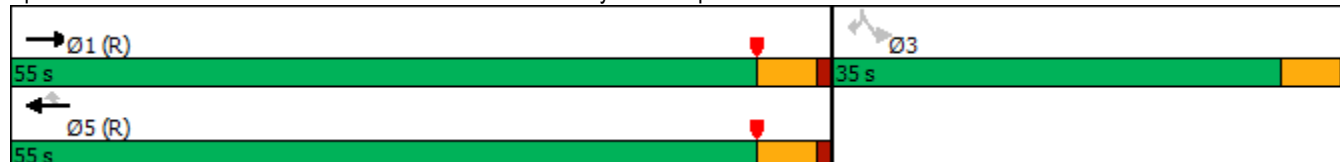
Intersection LOS: A

Intersection Capacity Utilization 51.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: US Route 6 & Taconic State Parkway SB Ramps



### 3: Taconic State Parkway NB Ramps & US Route 6 Lanes, Volumes, Timings

With Action

|                            |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                 | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations        | ↑↑                                                                                | ↑                                                                                 | ↵                                                                                 | ↑↑                                                                                | ↵                                                                                 | ↵↵                                                                                |
| Traffic Volume (vph)       | 1238                                                                              | 143                                                                               | 157                                                                               | 1690                                                                              | 126                                                                               | 596                                                                               |
| Future Volume (vph)        | 1238                                                                              | 143                                                                               | 157                                                                               | 1690                                                                              | 126                                                                               | 596                                                                               |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Lane Width (ft)            | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 13                                                                                | 13                                                                                |
| Storage Length (ft)        |                                                                                   | 550                                                                               | 150                                                                               |                                                                                   | 440                                                                               | 280                                                                               |
| Storage Lanes              |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 |
| Taper Length (ft)          |                                                                                   |                                                                                   | 150                                                                               |                                                                                   | 180                                                                               |                                                                                   |
| Lane Util. Factor          | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 0.88                                                                              |
| Frt                        |                                                                                   | 0.850                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.850                                                                             |
| Flt Protected              |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   | 0.950                                                                             |                                                                                   |
| Satd. Flow (prot)          | 3574                                                                              | 1615                                                                              | 1805                                                                              | 3574                                                                              | 1865                                                                              | 2937                                                                              |
| Flt Permitted              |                                                                                   |                                                                                   | 0.117                                                                             |                                                                                   | 0.950                                                                             |                                                                                   |
| Satd. Flow (perm)          | 3574                                                                              | 1615                                                                              | 222                                                                               | 3574                                                                              | 1865                                                                              | 2937                                                                              |
| Right Turn on Red          |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   |                                                                                   | No                                                                                |
| Satd. Flow (RTOR)          |                                                                                   | 151                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Link Speed (mph)           | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                | 30                                                                                |                                                                                   |
| Link Distance (ft)         | 906                                                                               |                                                                                   |                                                                                   | 737                                                                               | 921                                                                               |                                                                                   |
| Travel Time (s)            | 20.6                                                                              |                                                                                   |                                                                                   | 16.8                                                                              | 20.9                                                                              |                                                                                   |
| Peak Hour Factor           | 0.95                                                                              | 0.95                                                                              | 0.94                                                                              | 0.94                                                                              | 0.92                                                                              | 0.92                                                                              |
| Heavy Vehicles (%)         | 1%                                                                                | 0%                                                                                | 0%                                                                                | 1%                                                                                | 0%                                                                                | 0%                                                                                |
| Adj. Flow (vph)            | 1303                                                                              | 151                                                                               | 167                                                                               | 1798                                                                              | 137                                                                               | 648                                                                               |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Group Flow (vph)      | 1303                                                                              | 151                                                                               | 167                                                                               | 1798                                                                              | 137                                                                               | 648                                                                               |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                |
| Lane Alignment             | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Left                                                                              | Right                                                                             |
| Median Width(ft)           | 24                                                                                |                                                                                   |                                                                                   | 14                                                                                | 13                                                                                |                                                                                   |
| Link Offset(ft)            | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |
| Crosswalk Width(ft)        | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                | 40                                                                                |                                                                                   |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Headway Factor             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.96                                                                              | 0.96                                                                              |
| Turning Speed (mph)        |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 15                                                                                | 9                                                                                 |
| Number of Detectors        | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 |
| Detector Template          | Thru                                                                              | Right                                                                             | Left                                                                              | Thru                                                                              | Left                                                                              | Right                                                                             |
| Leading Detector (ft)      | 100                                                                               | 20                                                                                | 20                                                                                | 100                                                                               | 20                                                                                | 20                                                                                |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Detector 1 Size(ft)        | 6                                                                                 | 20                                                                                | 20                                                                                | 6                                                                                 | 20                                                                                | 20                                                                                |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Detector 2 Position(ft)    | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                   |
| Detector 2 Size(ft)        | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   |
| Detector 2 Type            | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Detector 2 Extend (s)      | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   |
| Turn Type                  | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                | Prot                                                                              | pm+ov                                                                             |

### 3: Taconic State Parkway NB Ramps & US Route 6 Lanes, Volumes, Timings

With Action

|                       | →     | ↘     | ↙     | ←     | ↖     | ↗     |
|-----------------------|-------|-------|-------|-------|-------|-------|
| Lane Group            | EBT   | EBR   | WBL   | WBT   | NBL   | NBR   |
| Protected Phases      | 2     |       | 1     | 5     | 3     | 1     |
| Permitted Phases      |       | 2     | 5     |       |       | 3     |
| Detector Phase        | 2     | 2     | 1     | 5     | 3     | 1     |
| Switch Phase          |       |       |       |       |       |       |
| Minimum Initial (s)   | 10.0  | 10.0  | 5.0   | 10.0  | 5.0   | 5.0   |
| Minimum Split (s)     | 23.0  | 23.0  | 10.0  | 23.0  | 10.0  | 10.0  |
| Total Split (s)       | 45.0  | 45.0  | 15.0  | 45.0  | 30.0  | 15.0  |
| Total Split (%)       | 50.0% | 50.0% | 16.7% | 50.0% | 33.3% | 16.7% |
| Maximum Green (s)     | 40.0  | 40.0  | 10.0  | 40.0  | 25.0  | 10.0  |
| Yellow Time (s)       | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)      | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s)  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |
| Lead/Lag              | Lag   | Lag   | Lead  |       |       | Lead  |
| Lead-Lag Optimize?    | Yes   | Yes   | Yes   |       |       | Yes   |
| Vehicle Extension (s) | 3.0   | 3.0   | 2.0   | 3.0   | 2.0   | 2.0   |
| Recall Mode           | C-Min | C-Min | None  | C-Min | None  | None  |
| Act Effect Green (s)  | 50.0  | 50.0  | 69.0  | 69.0  | 11.0  | 30.0  |
| Actuated g/C Ratio    | 0.56  | 0.56  | 0.77  | 0.77  | 0.12  | 0.33  |
| v/c Ratio             | 0.66  | 0.16  | 0.40  | 0.66  | 0.60  | 0.66  |
| Control Delay         | 15.3  | 2.4   | 7.9   | 6.9   | 47.9  | 28.7  |
| Queue Delay           | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay           | 15.3  | 2.4   | 7.9   | 6.9   | 47.9  | 28.7  |
| LOS                   | B     | A     | A     | A     | D     | C     |
| Approach Delay        | 13.9  |       |       | 7.0   | 32.0  |       |
| Approach LOS          | B     |       |       | A     | C     |       |

#### Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 16 (18%), Referenced to phase 2:EBT and 5:WBTL, Start of Yellow

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 14.0

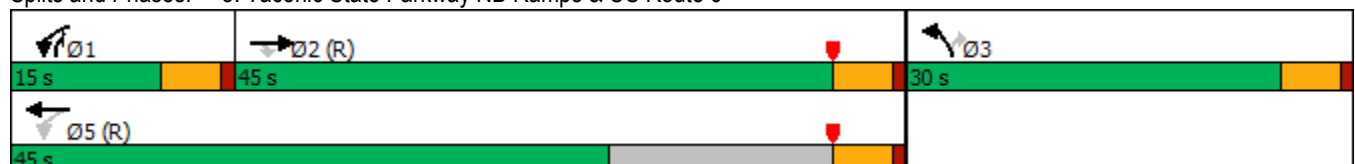
Intersection LOS: B

Intersection Capacity Utilization 63.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Taconic State Parkway NB Ramps & US Route 6



#### 4: E Main Street & US Route 6 Lanes, Volumes, Timings

With Action

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                        | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |  |  |                                                                                   |  |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)              | 414                                                                               | 1408                                                                              | 12                                                                                | 4                                                                                 | 1429                                                                              | 5                                                                                 | 12                                                                                 | 0                                                                                   | 4                                                                                   | 3                                                                                   | 0                                                                                   | 406                                                                                 |
| Future Volume (vph)               | 414                                                                               | 1408                                                                              | 12                                                                                | 4                                                                                 | 1429                                                                              | 5                                                                                 | 12                                                                                 | 0                                                                                   | 4                                                                                   | 3                                                                                   | 0                                                                                   | 406                                                                                 |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)                   | 14                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 11                                                                                | 11                                                                                | 12                                                                                 | 12                                                                                  | 12                                                                                  | 15                                                                                  | 15                                                                                  | 15                                                                                  |
| Storage Length (ft)               | 150                                                                               |                                                                                   | 0                                                                                 | 140                                                                               |                                                                                   | 0                                                                                 | 0                                                                                  |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   |
| Storage Lanes                     | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                  |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   |
| Taper Length (ft)                 | 130                                                                               |                                                                                   |                                                                                   | 140                                                                               |                                                                                   |                                                                                   | 25                                                                                 |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor                 | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                               |                                                                                   | 0.999                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 0.968                                                                               |                                                                                     |                                                                                     | 0.866                                                                               |                                                                                     |
| Flt Protected                     | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                    | 0.963                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)                 | 1906                                                                              | 3571                                                                              | 0                                                                                 | 1745                                                                              | 3455                                                                              | 0                                                                                 | 0                                                                                  | 1771                                                                                | 0                                                                                   | 0                                                                                   | 1810                                                                                | 0                                                                                   |
| Flt Permitted                     | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                    | 0.963                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)                 | 1906                                                                              | 3571                                                                              | 0                                                                                 | 1745                                                                              | 3455                                                                              | 0                                                                                 | 0                                                                                  | 1771                                                                                | 0                                                                                   | 0                                                                                   | 1810                                                                                | 0                                                                                   |
| Link Speed (mph)                  |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)                |                                                                                   | 737                                                                               |                                                                                   |                                                                                   | 875                                                                               |                                                                                   |                                                                                    | 222                                                                                 |                                                                                     |                                                                                     | 154                                                                                 |                                                                                     |
| Travel Time (s)                   |                                                                                   | 16.8                                                                              |                                                                                   |                                                                                   | 19.9                                                                              |                                                                                   |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     | 3.5                                                                                 |                                                                                     |
| Peak Hour Factor                  | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.75                                                                               | 0.75                                                                                | 0.75                                                                                | 0.87                                                                                | 0.87                                                                                | 0.87                                                                                |
| Heavy Vehicles (%)                | 1%                                                                                | 1%                                                                                | 0%                                                                                | 0%                                                                                | 1%                                                                                | 0%                                                                                | 0%                                                                                 | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Adj. Flow (vph)                   | 431                                                                               | 1467                                                                              | 13                                                                                | 4                                                                                 | 1553                                                                              | 5                                                                                 | 16                                                                                 | 0                                                                                   | 5                                                                                   | 3                                                                                   | 0                                                                                   | 467                                                                                 |
| Shared Lane Traffic (%)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)             | 431                                                                               | 1480                                                                              | 0                                                                                 | 4                                                                                 | 1558                                                                              | 0                                                                                 | 0                                                                                  | 21                                                                                  | 0                                                                                   | 0                                                                                   | 470                                                                                 | 0                                                                                   |
| Enter Blocked Intersection        | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                 | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment                    | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                               | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)                  |                                                                                   | 17                                                                                |                                                                                   |                                                                                   | 14                                                                                |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Link Offset(ft)                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)               |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 16                                                                                  |                                                                                     |                                                                                     | 26                                                                                  |                                                                                     |
| Two way Left Turn Lane            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor                    | 0.92                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                              | 1.04                                                                              | 1.04                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 0.88                                                                                | 0.88                                                                                | 0.88                                                                                |
| Turning Speed (mph)               | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                 |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                        | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:                     | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization | 97.8%                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service F                                                             |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# 5: E Main Street & Old Rt 6 Lanes, Volumes, Timings

With Action

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                        | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations               |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Traffic Volume (vph)              | 4                                                                                 | 38                                                                                | 371                                                                               | 4                                                                                 | 41                                                                                | 378                                                                               |
| Future Volume (vph)               | 4                                                                                 | 38                                                                                | 371                                                                               | 4                                                                                 | 41                                                                                | 378                                                                               |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Lane Width (ft)                   | 10                                                                                | 10                                                                                | 10                                                                                | 10                                                                                | 16                                                                                | 16                                                                                |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Frt                               | 0.878                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.878                                                                             |                                                                                   |
| Flt Protected                     |                                                                                   |                                                                                   |                                                                                   | 0.953                                                                             | 0.995                                                                             |                                                                                   |
| Satd. Flow (prot)                 | 1486                                                                              | 0                                                                                 | 0                                                                                 | 1690                                                                              | 1864                                                                              | 0                                                                                 |
| Flt Permitted                     |                                                                                   |                                                                                   |                                                                                   | 0.953                                                                             | 0.995                                                                             |                                                                                   |
| Satd. Flow (perm)                 | 1486                                                                              | 0                                                                                 | 0                                                                                 | 1690                                                                              | 1864                                                                              | 0                                                                                 |
| Link Speed (mph)                  | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                | 30                                                                                |                                                                                   |
| Link Distance (ft)                | 677                                                                               |                                                                                   |                                                                                   | 840                                                                               | 154                                                                               |                                                                                   |
| Travel Time (s)                   | 15.4                                                                              |                                                                                   |                                                                                   | 19.1                                                                              | 3.5                                                                               |                                                                                   |
| Peak Hour Factor                  | 0.31                                                                              | 0.31                                                                              | 0.88                                                                              | 0.88                                                                              | 0.91                                                                              | 0.91                                                                              |
| Heavy Vehicles (%)                | 50%                                                                               | 0%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                | 1%                                                                                |
| Adj. Flow (vph)                   | 13                                                                                | 123                                                                               | 422                                                                               | 5                                                                                 | 45                                                                                | 415                                                                               |
| Shared Lane Traffic (%)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Group Flow (vph)             | 136                                                                               | 0                                                                                 | 0                                                                                 | 427                                                                               | 460                                                                               | 0                                                                                 |
| Enter Blocked Intersection        | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                |
| Lane Alignment                    | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Left                                                                              | Right                                                                             |
| Median Width(ft)                  | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 16                                                                                |                                                                                   |
| Link Offset(ft)                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |
| Crosswalk Width(ft)               | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                | 16                                                                                |                                                                                   |
| Two way Left Turn Lane            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Headway Factor                    | 1.09                                                                              | 1.09                                                                              | 1.09                                                                              | 1.09                                                                              | 0.85                                                                              | 0.85                                                                              |
| Turning Speed (mph)               |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 15                                                                                | 9                                                                                 |
| Sign Control                      | Stop                                                                              |                                                                                   |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:                        | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:                     | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization | 59.7%                                                                             |                                                                                   |                                                                                   | ICU Level of Service B                                                            |                                                                                   |                                                                                   |
| Analysis Period (min)             | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6

## Lanes, Volumes, Timings

With Action

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |  |  |  |                                                                                   |  |  |                                                                                     |  |  |  |
| Traffic Volume (vph)       | 205                                                                               | 681                                                                               | 529                                                                               | 35                                                                                | 790                                                                               | 95                                                                                | 376                                                                                 | 110                                                                                 | 66                                                                                  | 66                                                                                  | 166                                                                                 | 272                                                                                 |
| Future Volume (vph)        | 205                                                                               | 681                                                                               | 529                                                                               | 35                                                                                | 790                                                                               | 95                                                                                | 376                                                                                 | 110                                                                                 | 66                                                                                  | 66                                                                                  | 166                                                                                 | 272                                                                                 |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 11                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 13                                                                                | 13                                                                                | 11                                                                                  | 11                                                                                  | 11                                                                                  | 10                                                                                  | 12                                                                                  | 10                                                                                  |
| Storage Length (ft)        | 415                                                                               |                                                                                   | 335                                                                               | 280                                                                               |                                                                                   | 0                                                                                 | 350                                                                                 |                                                                                     | 0                                                                                   | 110                                                                                 |                                                                                     | 110                                                                                 |
| Storage Lanes              | 1                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 2                                                                                   |                                                                                     | 0                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 80                                                                                |                                                                                   |                                                                                   | 80                                                                                |                                                                                   |                                                                                   | 150                                                                                 |                                                                                     |                                                                                     | 40                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 0.97                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Fr't                       |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   | 0.984                                                                             |                                                                                   |                                                                                     | 0.943                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1711                                                                              | 3574                                                                              | 1615                                                                              | 1745                                                                              | 3638                                                                              | 0                                                                                 | 3385                                                                                | 1719                                                                                | 0                                                                                   | 1685                                                                                | 1881                                                                                | 1478                                                                                |
| Flt Permitted              | 0.118                                                                             |                                                                                   |                                                                                   | 0.313                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 212                                                                               | 3574                                                                              | 1615                                                                              | 575                                                                               | 3638                                                                              | 0                                                                                 | 3385                                                                                | 1719                                                                                | 0                                                                                   | 1685                                                                                | 1881                                                                                | 1478                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   |                                                                                   | 615                                                                               |                                                                                   | 12                                                                                |                                                                                   |                                                                                     | 27                                                                                  |                                                                                     |                                                                                     |                                                                                     | 225                                                                                 |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                     | 30                                                                                  |                                                                                     |                                                                                     |                                                                                     | 30                                                                                  |
| Link Distance (ft)         |                                                                                   | 875                                                                               |                                                                                   |                                                                                   | 2395                                                                              |                                                                                   |                                                                                     | 1106                                                                                |                                                                                     |                                                                                     |                                                                                     | 663                                                                                 |
| Travel Time (s)            |                                                                                   | 19.9                                                                              |                                                                                   |                                                                                   | 54.4                                                                              |                                                                                   |                                                                                     | 25.1                                                                                |                                                                                     |                                                                                     |                                                                                     | 15.1                                                                                |
| Peak Hour Factor           | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.78                                                                                | 0.78                                                                                | 0.78                                                                                |
| Heavy Vehicles (%)         | 2%                                                                                | 1%                                                                                | 0%                                                                                | 0%                                                                                | 1%                                                                                | 0%                                                                                | 0%                                                                                  | 0%                                                                                  | 2%                                                                                  | 0%                                                                                  | 1%                                                                                  | 2%                                                                                  |
| Adj. Flow (vph)            | 238                                                                               | 792                                                                               | 615                                                                               | 37                                                                                | 832                                                                               | 100                                                                               | 442                                                                                 | 129                                                                                 | 78                                                                                  | 85                                                                                  | 213                                                                                 | 349                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 238                                                                               | 792                                                                               | 615                                                                               | 37                                                                                | 932                                                                               | 0                                                                                 | 442                                                                                 | 207                                                                                 | 0                                                                                   | 85                                                                                  | 213                                                                                 | 349                                                                                 |
| 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)           |                                                                                   | 15                                                                                |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                     | 22                                                                                  |                                                                                     |                                                                                     | 10                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 36                                                                                |                                                                                   |                                                                                     | 36                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 1.04                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                              | 0.96                                                                              | 0.96                                                                              | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.09                                                                                | 1.00                                                                                | 1.09                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                   | 2                                                                                   |                                                                                     | 1                                                                                   | 2                                                                                   | 1                                                                                   |
| Detector Template          | Left                                                                              | Thru                                                                              | Right                                                                             | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                                | Thru                                                                                |                                                                                     | Left                                                                                | Thru                                                                                | Right                                                                               |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               | 20                                                                                | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                  | 100                                                                                 |                                                                                     | 20                                                                                  | 100                                                                                 | 20                                                                                  |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 | 20                                                                                | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                  | 6                                                                                   |                                                                                     | 20                                                                                  | 6                                                                                   | 20                                                                                  |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                               | Cl+Ex                                                                               |                                                                                     | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                     | 94                                                                                  |                                                                                     |                                                                                     | 94                                                                                  |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                     | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                |                                                                                   | Split                                                                               | NA                                                                                  |                                                                                     | Split                                                                               | NA                                                                                  | Perm                                                                                |

# 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6

## Lanes, Volumes, Timings

With Action

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Protected Phases        | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   |                                                                                     | 4                                                                                   | 4                                                                                   |                                                                                     |
| Permitted Phases        | 6                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 4                                                                                   |
| Detector Phase          | 1                                                                                 | 6                                                                                 | 6                                                                                 | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   |                                                                                     | 4                                                                                   | 4                                                                                   | 4                                                                                   |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 2.0                                                                               | 5.0                                                                               | 5.0                                                                               | 2.0                                                                               | 5.0                                                                               |                                                                                   | 2.0                                                                                | 2.0                                                                                 |                                                                                     | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |
| Minimum Split (s)       | 9.5                                                                               | 24.0                                                                              | 24.0                                                                              | 9.5                                                                               | 24.0                                                                              |                                                                                   | 48.0                                                                               | 48.0                                                                                |                                                                                     | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                |
| Total Split (s)         | 21.0                                                                              | 31.0                                                                              | 31.0                                                                              | 16.0                                                                              | 31.0                                                                              |                                                                                   | 24.0                                                                               | 24.0                                                                                |                                                                                     | 24.0                                                                                | 24.0                                                                                | 24.0                                                                                |
| Total Split (%)         | 21.0%                                                                             | 31.0%                                                                             | 31.0%                                                                             | 16.0%                                                                             | 31.0%                                                                             |                                                                                   | 24.0%                                                                              | 24.0%                                                                               |                                                                                     | 24.0%                                                                               | 24.0%                                                                               | 24.0%                                                                               |
| Maximum Green (s)       | 15.0                                                                              | 25.0                                                                              | 25.0                                                                              | 10.0                                                                              | 25.0                                                                              |                                                                                   | 18.0                                                                               | 18.0                                                                                |                                                                                     | 18.0                                                                                | 18.0                                                                                | 18.0                                                                                |
| Yellow Time (s)         | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                | 5.0                                                                                 |                                                                                     | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |
| All-Red Time (s)        | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                                | 1.0                                                                                 |                                                                                     | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)     | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                                | 6.0                                                                                 |                                                                                     | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |
| Lead/Lag                | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                               | Lead                                                                                |                                                                                     | Lag                                                                                 | Lag                                                                                 | Lag                                                                                 |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                | 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                                                                                 | 3.0                                                                                 |
| Recall Mode             | None                                                                              | Min                                                                               | Min                                                                               | None                                                                              | Min                                                                               |                                                                                   | None                                                                               | None                                                                                |                                                                                     | None                                                                                | None                                                                                | None                                                                                |
| Walk Time (s)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 7.0                                                                                | 7.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Flash Dont Walk (s)     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 35.0                                                                               | 35.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Pedestrian Calls (#/hr) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Act Effct Green (s)     | 44.3                                                                              | 36.7                                                                              | 36.7                                                                              | 31.9                                                                              | 25.2                                                                              |                                                                                   | 16.3                                                                               | 16.3                                                                                |                                                                                     | 15.4                                                                                | 15.4                                                                                | 15.4                                                                                |
| Actuated g/C Ratio      | 0.47                                                                              | 0.39                                                                              | 0.39                                                                              | 0.34                                                                              | 0.27                                                                              |                                                                                   | 0.17                                                                               | 0.17                                                                                |                                                                                     | 0.16                                                                                | 0.16                                                                                | 0.16                                                                                |
| v/c Ratio               | 0.78                                                                              | 0.57                                                                              | 0.61                                                                              | 0.13                                                                              | 0.95                                                                              |                                                                                   | 0.75                                                                               | 0.65                                                                                |                                                                                     | 0.31                                                                                | 0.69                                                                                | 0.81                                                                                |
| Control Delay           | 39.5                                                                              | 26.9                                                                              | 5.2                                                                               | 16.9                                                                              | 54.5                                                                              |                                                                                   | 46.6                                                                               | 42.5                                                                                |                                                                                     | 38.7                                                                                | 50.2                                                                                | 30.2                                                                                |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay             | 39.5                                                                              | 26.9                                                                              | 5.2                                                                               | 16.9                                                                              | 54.5                                                                              |                                                                                   | 46.6                                                                               | 42.5                                                                                |                                                                                     | 38.7                                                                                | 50.2                                                                                | 30.2                                                                                |
| LOS                     | D                                                                                 | C                                                                                 | A                                                                                 | B                                                                                 | D                                                                                 |                                                                                   | D                                                                                  | D                                                                                   |                                                                                     | D                                                                                   | D                                                                                   | C                                                                                   |
| Approach Delay          |                                                                                   | 20.6                                                                              |                                                                                   |                                                                                   | 53.1                                                                              |                                                                                   |                                                                                    | 45.3                                                                                |                                                                                     |                                                                                     | 37.9                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | D                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |

## Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 94.2

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 35.6

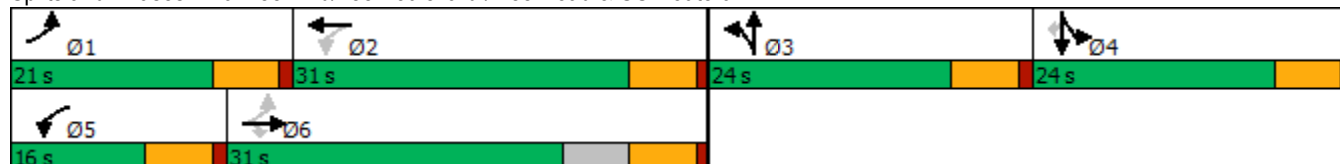
Intersection LOS: D

Intersection Capacity Utilization 75.7%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6





# 7: Lee Boulevard / Lee Road & E Main Street

## Lanes, Volumes, Timings

With Action

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)       | 0                                                                                 | 251                                                                               | 102                                                                               | 138                                                                               | 337                                                                               | 1                                                                                 | 37                                                                                 | 5                                                                                   | 217                                                                                 | 1                                                                                   | 5                                                                                   | 0                                                                                   |
| Future Volume (vph)        | 0                                                                                 | 251                                                                               | 102                                                                               | 138                                                                               | 337                                                                               | 1                                                                                 | 37                                                                                 | 5                                                                                   | 217                                                                                 | 1                                                                                   | 5                                                                                   | 0                                                                                   |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 12                                                                                | 10                                                                                | 10                                                                                | 10                                                                                | 10                                                                                | 12                                                                                | 16                                                                                 | 12                                                                                  | 16                                                                                  | 10                                                                                  | 10                                                                                  | 10                                                                                  |
| Lane Util. Factor          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                        |                                                                                   | 0.961                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 0.887                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Flt Protected              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.986                                                                             |                                                                                   |                                                                                    | 0.993                                                                               |                                                                                     |                                                                                     | 0.992                                                                               |                                                                                     |
| Satd. Flow (prot)          | 0                                                                                 | 1680                                                                              | 0                                                                                 | 0                                                                                 | 1738                                                                              | 0                                                                                 | 0                                                                                  | 1660                                                                                | 0                                                                                   | 0                                                                                   | 1759                                                                                | 0                                                                                   |
| Flt Permitted              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.986                                                                             |                                                                                   |                                                                                    | 0.993                                                                               |                                                                                     |                                                                                     | 0.992                                                                               |                                                                                     |
| Satd. Flow (perm)          | 0                                                                                 | 1680                                                                              | 0                                                                                 | 0                                                                                 | 1738                                                                              | 0                                                                                 | 0                                                                                  | 1660                                                                                | 0                                                                                   | 0                                                                                   | 1759                                                                                | 0                                                                                   |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 840                                                                               |                                                                                   |                                                                                   | 2070                                                                              |                                                                                   |                                                                                    | 663                                                                                 |                                                                                     |                                                                                     | 98                                                                                  |                                                                                     |
| Travel Time (s)            |                                                                                   | 19.1                                                                              |                                                                                   |                                                                                   | 47.0                                                                              |                                                                                   |                                                                                    | 15.1                                                                                |                                                                                     |                                                                                     | 2.2                                                                                 |                                                                                     |
| Peak Hour Factor           | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.81                                                                               | 0.81                                                                                | 0.81                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 2%                                                                                | 0%                                                                                | 2%                                                                                | 0%                                                                                | 0%                                                                                | 0%                                                                                 | 0%                                                                                  | 1%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Adj. Flow (vph)            | 0                                                                                 | 273                                                                               | 111                                                                               | 152                                                                               | 370                                                                               | 1                                                                                 | 46                                                                                 | 6                                                                                   | 268                                                                                 | 1                                                                                   | 5                                                                                   | 0                                                                                   |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 0                                                                                 | 384                                                                               | 0                                                                                 | 0                                                                                 | 523                                                                               | 0                                                                                 | 0                                                                                  | 320                                                                                 | 0                                                                                   | 0                                                                                   | 6                                                                                   | 0                                                                                   |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                 | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                               | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)           |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                    | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 1.00                                                                              | 1.09                                                                              | 1.09                                                                              | 1.09                                                                              | 1.09                                                                              | 1.00                                                                              | 0.85                                                                               | 1.00                                                                                | 0.85                                                                                | 1.09                                                                                | 1.09                                                                                | 1.09                                                                                |
| Turning Speed (mph)        | 60                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 60                                                                                | 15                                                                                 |                                                                                     | 9                                                                                   | 60                                                                                  |                                                                                     | 60                                                                                  |
| Sign Control               |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |

### Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 75.0% ICU Level of Service D

Analysis Period (min) 15

# 8: Hill Boulevard & US Route 6 Lanes, Volumes, Timings

With Action

|                            |  |  |  |  |  |  |   |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (vph)       | 82                                                                                | 625                                                                               | 106                                                                               | 127                                                                               | 721                                                                               | 47                                                                                | 69                                                                                  | 74                                                                                  | 202                                                                                 | 34                                                                                  | 89                                                                                  | 130                                                                                 |
| Future Volume (vph)        | 82                                                                                | 625                                                                               | 106                                                                               | 127                                                                               | 721                                                                               | 47                                                                                | 69                                                                                  | 74                                                                                  | 202                                                                                 | 34                                                                                  | 89                                                                                  | 130                                                                                 |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 11                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 13                                                                                | 13                                                                                | 11                                                                                  | 11                                                                                  | 11                                                                                  | 11                                                                                  | 11                                                                                  | 11                                                                                  |
| Storage Length (ft)        | 280                                                                               |                                                                                   | 0                                                                                 | 400                                                                               |                                                                                   | 0                                                                                 | 85                                                                                  |                                                                                     | 0                                                                                   | 100                                                                                 |                                                                                     | 0                                                                                   |
| Storage Lanes              | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                   |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     | 0                                                                                   |
| Taper Length (ft)          | 80                                                                                |                                                                                   |                                                                                   | 140                                                                               |                                                                                   |                                                                                   | 80                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                        |                                                                                   | 0.978                                                                             |                                                                                   |                                                                                   | 0.991                                                                             |                                                                                   |                                                                                     |                                                                                     | 0.850                                                                               |                                                                                     | 0.911                                                                               |                                                                                     |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1745                                                                              | 3501                                                                              | 0                                                                                 | 1728                                                                              | 3662                                                                              | 0                                                                                 | 1711                                                                                | 1818                                                                                | 1546                                                                                | 1745                                                                                | 1646                                                                                | 0                                                                                   |
| Flt Permitted              | 0.222                                                                             |                                                                                   |                                                                                   | 0.159                                                                             |                                                                                   |                                                                                   | 0.950                                                                               |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 408                                                                               | 3501                                                                              | 0                                                                                 | 289                                                                               | 3662                                                                              | 0                                                                                 | 1711                                                                                | 1818                                                                                | 1546                                                                                | 1745                                                                                | 1646                                                                                | 0                                                                                   |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   | 21                                                                                |                                                                                   |                                                                                   | 7                                                                                 |                                                                                   |                                                                                     |                                                                                     | 256                                                                                 |                                                                                     | 66                                                                                  |                                                                                     |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                     | 30                                                                                  |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)         |                                                                                   | 2395                                                                              |                                                                                   |                                                                                   | 2100                                                                              |                                                                                   |                                                                                     | 540                                                                                 |                                                                                     |                                                                                     | 1483                                                                                |                                                                                     |
| Travel Time (s)            |                                                                                   | 54.4                                                                              |                                                                                   |                                                                                   | 47.7                                                                              |                                                                                   |                                                                                     | 12.3                                                                                |                                                                                     |                                                                                     | 33.7                                                                                |                                                                                     |
| Peak Hour Factor           | 0.84                                                                              | 0.84                                                                              | 0.84                                                                              | 0.87                                                                              | 0.87                                                                              | 0.87                                                                              | 0.79                                                                                | 0.79                                                                                | 0.79                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                |
| Heavy Vehicles (%)         | 0%                                                                                | 1%                                                                                | 0%                                                                                | 1%                                                                                | 1%                                                                                | 0%                                                                                | 2%                                                                                  | 1%                                                                                  | 1%                                                                                  | 0%                                                                                  | 4%                                                                                  | 0%                                                                                  |
| Adj. Flow (vph)            | 98                                                                                | 744                                                                               | 126                                                                               | 146                                                                               | 829                                                                               | 54                                                                                | 87                                                                                  | 94                                                                                  | 256                                                                                 | 37                                                                                  | 96                                                                                  | 140                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 98                                                                                | 870                                                                               | 0                                                                                 | 146                                                                               | 883                                                                               | 0                                                                                 | 87                                                                                  | 94                                                                                  | 256                                                                                 | 37                                                                                  | 236                                                                                 | 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)           |                                                                                   | 15                                                                                |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                     | 14                                                                                  |                                                                                     |                                                                                     | 11                                                                                  |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 16                                                                                |                                                                                   |                                                                                   | 16                                                                                |                                                                                   |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 1.04                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                              | 0.96                                                                              | 0.96                                                                              | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                   | 2                                                                                   | 1                                                                                   | 1                                                                                   | 2                                                                                   |                                                                                     |
| Detector Template          | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                                | Thru                                                                                | Right                                                                               | Left                                                                                | Thru                                                                                |                                                                                     |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                  | 100                                                                                 | 20                                                                                  | 20                                                                                  | 100                                                                                 |                                                                                     |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                  | 6                                                                                   | 20                                                                                  | 20                                                                                  | 6                                                                                   |                                                                                     |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               | Cl+Ex                                                                               |                                                                                     |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                     | 94                                                                                  |                                                                                     |                                                                                     | 94                                                                                  |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                     | Cl+Ex                                                                               |                                                                                     |                                                                                     | Cl+Ex                                                                               |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Turn Type                  | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                             | NA                                                                                |                                                                                   | Split                                                                               | NA                                                                                  | pm+ov                                                                               | Split                                                                               | NA                                                                                  |                                                                                     |

# 8: Hill Boulevard & US Route 6

## Lanes, Volumes, Timings

With Action

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Protected Phases        | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   | 5                                                                                   | 4                                                                                   | 4                                                                                   |                                                                                     |
| Permitted Phases        | 6                                                                                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     | 3                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Detector Phase          | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 3                                                                                  | 3                                                                                   | 5                                                                                   | 4                                                                                   | 4                                                                                   |                                                                                     |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 5.0                                                                               | 12.0                                                                              |                                                                                   | 5.0                                                                               | 12.0                                                                              |                                                                                   | 5.0                                                                                | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| Minimum Split (s)       | 11.0                                                                              | 18.0                                                                              |                                                                                   | 11.0                                                                              | 18.0                                                                              |                                                                                   | 11.0                                                                               | 11.0                                                                                | 11.0                                                                                | 41.0                                                                                | 41.0                                                                                |                                                                                     |
| Total Split (s)         | 16.0                                                                              | 36.0                                                                              |                                                                                   | 16.0                                                                              | 36.0                                                                              |                                                                                   | 21.0                                                                               | 21.0                                                                                | 16.0                                                                                | 21.0                                                                                | 21.0                                                                                |                                                                                     |
| Total Split (%)         | 17.0%                                                                             | 38.3%                                                                             |                                                                                   | 17.0%                                                                             | 38.3%                                                                             |                                                                                   | 22.3%                                                                              | 22.3%                                                                               | 17.0%                                                                               | 22.3%                                                                               | 22.3%                                                                               |                                                                                     |
| Maximum Green (s)       | 10.0                                                                              | 30.0                                                                              |                                                                                   | 10.0                                                                              | 30.0                                                                              |                                                                                   | 15.0                                                                               | 15.0                                                                                | 10.0                                                                                | 15.0                                                                                | 15.0                                                                                |                                                                                     |
| Yellow Time (s)         | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| All-Red Time (s)        | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                                | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 | 1.0                                                                                 |                                                                                     |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Lost Time (s)     | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                                | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Lead/Lag                | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                               | Lead                                                                                | Lead                                                                                | Lag                                                                                 | Lag                                                                                 |                                                                                     |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 | Yes                                                                                 |                                                                                     |
| Vehicle Extension (s)   | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                                | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |
| Recall Mode             | None                                                                              | Min                                                                               |                                                                                   | None                                                                              | Min                                                                               |                                                                                   | None                                                                               | None                                                                                | None                                                                                | None                                                                                | None                                                                                |                                                                                     |
| Walk Time (s)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |                                                                                     |
| Flash Dont Walk (s)     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 28.0                                                                                | 28.0                                                                                |                                                                                     |
| Pedestrian Calls (#/hr) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     |
| Act Effect Green (s)    | 30.6                                                                              | 23.4                                                                              |                                                                                   | 35.0                                                                              | 28.5                                                                              |                                                                                   | 8.7                                                                                | 8.7                                                                                 | 15.4                                                                                | 12.0                                                                                | 12.0                                                                                |                                                                                     |
| Actuated g/C Ratio      | 0.41                                                                              | 0.31                                                                              |                                                                                   | 0.47                                                                              | 0.38                                                                              |                                                                                   | 0.12                                                                               | 0.12                                                                                | 0.21                                                                                | 0.16                                                                                | 0.16                                                                                |                                                                                     |
| v/c Ratio               | 0.33                                                                              | 0.78                                                                              |                                                                                   | 0.49                                                                              | 0.63                                                                              |                                                                                   | 0.44                                                                               | 0.44                                                                                | 0.49                                                                                | 0.13                                                                                | 0.74                                                                                |                                                                                     |
| Control Delay           | 15.0                                                                              | 29.8                                                                              |                                                                                   | 18.0                                                                              | 24.6                                                                              |                                                                                   | 42.4                                                                               | 42.2                                                                                | 5.5                                                                                 | 32.5                                                                                | 39.4                                                                                |                                                                                     |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Delay             | 15.0                                                                              | 29.8                                                                              |                                                                                   | 18.0                                                                              | 24.6                                                                              |                                                                                   | 42.4                                                                               | 42.2                                                                                | 5.5                                                                                 | 32.5                                                                                | 39.4                                                                                |                                                                                     |
| LOS                     | B                                                                                 | C                                                                                 |                                                                                   | B                                                                                 | C                                                                                 |                                                                                   | D                                                                                  | D                                                                                   | A                                                                                   | C                                                                                   | D                                                                                   |                                                                                     |
| Approach Delay          |                                                                                   | 28.3                                                                              |                                                                                   |                                                                                   | 23.6                                                                              |                                                                                   |                                                                                    | 20.7                                                                                |                                                                                     |                                                                                     | 38.5                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |

### Intersection Summary

Area Type: Other

Cycle Length: 94

Actuated Cycle Length: 74.7

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 26.3

Intersection LOS: C

Intersection Capacity Utilization 64.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 8: Hill Boulevard & US Route 6

|                                                                                     |                                                                                     |                                                                                     |                                                                                       |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|  |  |  |  |
| Ø1                                                                                  | Ø2                                                                                  | Ø3                                                                                  | Ø4                                                                                    |
| 16 s                                                                                | 36 s                                                                                | 21 s                                                                                | 21 s                                                                                  |
|  |  |                                                                                     |                                                                                       |
| Ø5                                                                                  | Ø6                                                                                  |                                                                                     |                                                                                       |
| 16 s                                                                                | 36 s                                                                                |                                                                                     |                                                                                       |

# 9: Hill Boulevard/Old Jefferson Valley Hill Road (W) & E Main Street Lanes, Volumes, Timings

With Action

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                        | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                     |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)              | 0                                                                                 | 363                                                                               | 58                                                                                | 78                                                                                | 450                                                                               | 0                                                                                 | 43                                                                                  | 0                                                                                   | 136                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Future Volume (vph)               | 0                                                                                 | 363                                                                               | 58                                                                                | 78                                                                                | 450                                                                               | 0                                                                                 | 43                                                                                  | 0                                                                                   | 136                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)                   | 13                                                                                | 13                                                                                | 13                                                                                | 10                                                                                | 10                                                                                | 10                                                                                | 16                                                                                  | 16                                                                                  | 16                                                                                  | 12                                                                                  | 13                                                                                  | 12                                                                                  |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                               | 0.981                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.897                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Flt Protected                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.993                                                                             |                                                                                   | 0.988                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)                 | 0                                                                                 | 1904                                                                              | 0                                                                                 | 0                                                                                 | 1741                                                                              | 0                                                                                 | 0                                                                                   | 1890                                                                                | 0                                                                                   | 0                                                                                   | 1963                                                                                | 0                                                                                   |
| Flt Permitted                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 0.993                                                                             |                                                                                   | 0.988                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)                 | 0                                                                                 | 1904                                                                              | 0                                                                                 | 0                                                                                 | 1741                                                                              | 0                                                                                 | 0                                                                                   | 1890                                                                                | 0                                                                                   | 0                                                                                   | 1963                                                                                | 0                                                                                   |
| Link Speed (mph)                  | 30                                                                                |                                                                                   |                                                                                   |                                                                                   | 30                                                                                |                                                                                   | 30                                                                                  |                                                                                     |                                                                                     |                                                                                     | 30                                                                                  |                                                                                     |
| Link Distance (ft)                | 2070                                                                              |                                                                                   |                                                                                   |                                                                                   | 109                                                                               |                                                                                   | 1483                                                                                |                                                                                     |                                                                                     |                                                                                     | 74                                                                                  |                                                                                     |
| Travel Time (s)                   | 47.0                                                                              |                                                                                   |                                                                                   |                                                                                   | 2.5                                                                               |                                                                                   | 33.7                                                                                |                                                                                     |                                                                                     |                                                                                     | 1.7                                                                                 |                                                                                     |
| Peak Hour Factor                  | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Heavy Vehicles (%)                | 0%                                                                                | 1%                                                                                | 2%                                                                                | 2%                                                                                | 1%                                                                                | 0%                                                                                | 4%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Adj. Flow (vph)                   | 0                                                                                 | 382                                                                               | 61                                                                                | 89                                                                                | 511                                                                               | 0                                                                                 | 53                                                                                  | 0                                                                                   | 168                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Shared Lane Traffic (%)           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)             | 0                                                                                 | 443                                                                               | 0                                                                                 | 0                                                                                 | 600                                                                               | 0                                                                                 | 0                                                                                   | 221                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Enter Blocked Intersection        | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment                    | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                                | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)                  | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Link Offset(ft)                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)               | 16                                                                                |                                                                                   |                                                                                   |                                                                                   | 16                                                                                |                                                                                   | 16                                                                                  |                                                                                     |                                                                                     |                                                                                     | 16                                                                                  |                                                                                     |
| Two way Left Turn Lane            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor                    | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 1.09                                                                              | 1.09                                                                              | 1.09                                                                              | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 1.00                                                                                | 0.96                                                                                | 1.00                                                                                |
| Turning Speed (mph)               | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Sign Control                      | Free                                                                              |                                                                                   |                                                                                   |                                                                                   | Free                                                                              |                                                                                   | Stop                                                                                |                                                                                     |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                        | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:                     | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization | 71.4%                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|                                   | ICU Level of Service C                                                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# 10: E Main Street & Old Jefferson Valley Hill Road (E)

## Lanes, Volumes, Timings

With Action

|                                         |  |  |  |  |  |  |
|-----------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                              | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR                                                                               |
| Lane Configurations                     |                                                                                   |  |  |                                                                                   |                                                                                   |                                                                                   |
| Traffic Volume (vph)                    | 0                                                                                 | 499                                                                               | 528                                                                               | 2                                                                                 | 0                                                                                 | 0                                                                                 |
| Future Volume (vph)                     | 0                                                                                 | 499                                                                               | 528                                                                               | 2                                                                                 | 0                                                                                 | 0                                                                                 |
| Ideal Flow (vphpl)                      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Lane Util. Factor                       | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Frt                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Flt Protected                           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Satd. Flow (prot)                       | 0                                                                                 | 1863                                                                              | 1863                                                                              | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Flt Permitted                           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Satd. Flow (perm)                       | 0                                                                                 | 1863                                                                              | 1863                                                                              | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Link Speed (mph)                        |                                                                                   | 30                                                                                | 30                                                                                |                                                                                   | 30                                                                                |                                                                                   |
| Link Distance (ft)                      |                                                                                   | 109                                                                               | 517                                                                               |                                                                                   | 116                                                                               |                                                                                   |
| Travel Time (s)                         |                                                                                   | 2.5                                                                               | 11.8                                                                              |                                                                                   | 2.6                                                                               |                                                                                   |
| Peak Hour Factor                        | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Adj. Flow (vph)                         | 0                                                                                 | 542                                                                               | 574                                                                               | 2                                                                                 | 0                                                                                 | 0                                                                                 |
| Shared Lane Traffic (%)                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Group Flow (vph)                   | 0                                                                                 | 542                                                                               | 576                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Enter Blocked Intersection              | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                |
| Lane Alignment                          | Left                                                                              | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Right                                                                             |
| Median Width(ft)                        |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |
| Link Offset(ft)                         |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |
| Crosswalk Width(ft)                     |                                                                                   | 16                                                                                | 16                                                                                |                                                                                   | 16                                                                                |                                                                                   |
| Two way Left Turn Lane                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Headway Factor                          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Turning Speed (mph)                     | 15                                                                                |                                                                                   |                                                                                   | 9                                                                                 | 15                                                                                | 9                                                                                 |
| Sign Control                            |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   | Stop                                                                              |                                                                                   |
| Intersection Summary                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:                              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type: Unsignalized              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization 31.2% |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| ICU Level of Service A                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Analysis Period (min) 15                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# 11: Old Jefferson Valley Hill Road (W) & Old Jefferson Valley Road/Old Jefferson Valley Hill Road (E) Lanes, Volumes, Timings

With Action

|                                        |       |       |      |                        |      |       |
|----------------------------------------|-------|-------|------|------------------------|------|-------|
|                                        | →     | ↘     | ↙    | ←                      | ↖    | ↗     |
| Lane Group                             | EBT   | EBR   | WBL  | WBT                    | NBL  | NBR   |
| Lane Configurations                    | ↱     |       |      | ↰                      | ↱    |       |
| Traffic Volume (vph)                   | 0     | 0     | 0    | 2                      | 0    | 0     |
| Future Volume (vph)                    | 0     | 0     | 0    | 2                      | 0    | 0     |
| Ideal Flow (vphpl)                     | 1900  | 1900  | 1900 | 1900                   | 1900 | 1900  |
| Lane Util. Factor                      | 1.00  | 1.00  | 1.00 | 1.00                   | 1.00 | 1.00  |
| Frt                                    |       |       |      |                        |      |       |
| Flt Protected                          |       |       |      |                        |      |       |
| Satd. Flow (prot)                      | 1863  | 0     | 0    | 1863                   | 1863 | 0     |
| Flt Permitted                          |       |       |      |                        |      |       |
| Satd. Flow (perm)                      | 1863  | 0     | 0    | 1863                   | 1863 | 0     |
| Link Speed (mph)                       | 30    |       |      | 30                     | 30   |       |
| Link Distance (ft)                     | 448   |       |      | 116                    | 74   |       |
| Travel Time (s)                        | 10.2  |       |      | 2.6                    | 1.7  |       |
| Peak Hour Factor                       | 0.92  | 0.92  | 0.92 | 0.92                   | 0.92 | 0.92  |
| Adj. Flow (vph)                        | 0     | 0     | 0    | 2                      | 0    | 0     |
| Shared Lane Traffic (%)                |       |       |      |                        |      |       |
| Lane Group Flow (vph)                  | 0     | 0     | 0    | 2                      | 0    | 0     |
| Enter Blocked Intersection             | No    | No    | No   | No                     | No   | No    |
| Lane Alignment                         | Left  | Right | Left | Left                   | Left | Right |
| Median Width(ft)                       | 0     |       |      | 0                      | 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  |
| Turning Speed (mph)                    |       | 9     | 15   |                        | 15   | 9     |
| Sign Control                           | Free  |       |      | Free                   | Free |       |
| Intersection Summary                   |       |       |      |                        |      |       |
| Area Type:                             | Other |       |      |                        |      |       |
| Control Type: Unsignalized             |       |       |      |                        |      |       |
| Intersection Capacity Utilization 6.7% |       |       |      | ICU Level of Service A |      |       |
| Analysis Period (min) 15               |       |       |      |                        |      |       |

# 4: E Main Street & US Route 6 HCM 6th TWSC

With Action

| Intersection               |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-------------------------------------------------------------------------------------|-------|
| Int Delay, s/veh           | 8.6                                                                               |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| Movement                   | EBL                                                                               | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | WBR  | NBL    | NBT                                                                               | NBR  | SBL    | SBT                                                                                 | SBR   |
| Lane Configurations        |  |  |      |  |  |      |        |  |      |        |  |       |
| Traffic Vol, veh/h         | 414                                                                               | 1408                                                                              | 12   | 4                                                                                 | 1429                                                                              | 5    | 12     | 0                                                                                 | 4    | 3      | 0                                                                                   | 406   |
| Future Vol, veh/h          | 414                                                                               | 1408                                                                              | 12   | 4                                                                                 | 1429                                                                              | 5    | 12     | 0                                                                                 | 4    | 3      | 0                                                                                   | 406   |
| Conflicting Peds, #/hr     | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                   | 0     |
| Sign Control               | Free                                                                              | Free                                                                              | Free | Free                                                                              | Free                                                                              | Free | Stop   | Stop                                                                              | Stop | Stop   | Stop                                                                                | Stop  |
| RT Channelized             | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                   | None  |
| Storage Length             | 150                                                                               | -                                                                                 | -    | 140                                                                               | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                   | -     |
| Veh in Median Storage, #   | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                   | -     |
| Grade, %                   | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                   | -     |
| Peak Hour Factor           | 96                                                                                | 96                                                                                | 96   | 92                                                                                | 92                                                                                | 92   | 75     | 75                                                                                | 75   | 87     | 87                                                                                  | 87    |
| Heavy Vehicles, %          | 1                                                                                 | 1                                                                                 | 0    | 0                                                                                 | 1                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                   | 0     |
| Mvmt Flow                  | 431                                                                               | 1467                                                                              | 13   | 4                                                                                 | 1553                                                                              | 5    | 16     | 0                                                                                 | 5    | 3      | 0                                                                                   | 467   |
|                            |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| Major/Minor                | Major1                                                                            |                                                                                   |      | Major2                                                                            |                                                                                   |      | Minor1 |                                                                                   |      | Minor2 |                                                                                     |       |
| Conflicting Flow All       | 1558                                                                              | 0                                                                                 | 0    | 1480                                                                              | 0                                                                                 | 0    | 3121   | 3902                                                                              | 740  | 3160   | 3906                                                                                | 779   |
| Stage 1                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 2336   | 2336                                                                              | -    | 1564   | 1564                                                                                | -     |
| Stage 2                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 785    | 1566                                                                              | -    | 1596   | 2342                                                                                | -     |
| Critical Hdwy              | 4.12                                                                              | -                                                                                 | -    | 4.1                                                                               | -                                                                                 | -    | 7.5    | 6.5                                                                               | 6.9  | 7.5    | 6.5                                                                                 | 6.9   |
| Critical Hdwy Stg 1        | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 6.5    | 5.5                                                                               | -    | 6.5    | 5.5                                                                                 | -     |
| Critical Hdwy Stg 2        | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 6.5    | 5.5                                                                               | -    | 6.5    | 5.5                                                                                 | -     |
| Follow-up Hdwy             | 2.21                                                                              | -                                                                                 | -    | 2.2                                                                               | -                                                                                 | -    | 3.5    | 4                                                                                 | 3.3  | 3.5    | 4                                                                                   | 3.3   |
| Pot Cap-1 Maneuver         | ~ 425                                                                             | -                                                                                 | -    | 461                                                                               | -                                                                                 | -    | ~ 5    | 3                                                                                 | 364  | 5      | 3                                                                                   | ~ 343 |
| Stage 1                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 38     | 71                                                                                | -    | 119    | 174                                                                                 | -     |
| Stage 2                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 356    | 174                                                                               | -    | 113    | 71                                                                                  | -     |
| Platoon blocked, %         |                                                                                   | -                                                                                 | -    |                                                                                   | -                                                                                 | -    |        |                                                                                   |      |        |                                                                                     |       |
| Mov Cap-1 Maneuver         | ~ 425                                                                             | -                                                                                 | -    | 461                                                                               | -                                                                                 | -    | -      | 0                                                                                 | 364  | -      | 0                                                                                   | ~ 343 |
| Mov Cap-2 Maneuver         | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                   | -     |
| Stage 1                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 38     | 0                                                                                 | -    | 119    | 172                                                                                 | -     |
| Stage 2                    | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | -      | 172                                                                               | -    | -      | 0                                                                                   | -     |
|                            |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| Approach                   | EB                                                                                |                                                                                   |      | WB                                                                                |                                                                                   |      | NB     |                                                                                   |      | SB     |                                                                                     |       |
| HCM Control Delay, s       | 17.8                                                                              |                                                                                   |      | 0                                                                                 |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| HCM LOS                    |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      | -      |                                                                                   |      | -      |                                                                                     |       |
|                            |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| Minor Lane/Major Mvmt      | NBLn1                                                                             | EBL                                                                               | EBT  | EBR                                                                               | WBL                                                                               | WBT  | WBR    | SBLn1                                                                             |      |        |                                                                                     |       |
| Capacity (veh/h)           | -                                                                                 | ~ 425                                                                             | -    | -                                                                                 | 461                                                                               | -    | -      | -                                                                                 |      |        |                                                                                     |       |
| HCM Lane V/C Ratio         | -                                                                                 | 1.015                                                                             | -    | -                                                                                 | 0.009                                                                             | -    | -      | -                                                                                 |      |        |                                                                                     |       |
| HCM Control Delay (s)      | -                                                                                 | 79.1                                                                              | -    | -                                                                                 | 12.9                                                                              | -    | -      | -                                                                                 |      |        |                                                                                     |       |
| HCM Lane LOS               | -                                                                                 | F                                                                                 | -    | -                                                                                 | B                                                                                 | -    | -      | -                                                                                 |      |        |                                                                                     |       |
| HCM 95th %tile Q(veh)      | -                                                                                 | 13.1                                                                              | -    | -                                                                                 | 0                                                                                 | -    | -      | -                                                                                 |      |        |                                                                                     |       |
| Notes                      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| ~: Volume exceeds capacity |                                                                                   | \$: Delay exceeds 300s                                                            |      | +: Computation Not Defined                                                        |                                                                                   |      |        | *: All major volume in platoon                                                    |      |        |                                                                                     |       |

5: E Main Street & Old Rt 6  
HCM 6th TWSC

With Action

| Intersection             |                                                                                   |        |      |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 2.1                                                                               |        |      |                                                                                   |                                                                                   |      |
| Movement                 | EBT                                                                               | EBR    | WBL  | WBT                                                                               | NBL                                                                               | NBR  |
| Lane Configurations      |  |        |      |  |  |      |
| Traffic Vol, veh/h       | 4                                                                                 | 38     | 371  | 4                                                                                 | 41                                                                                | 378  |
| Future Vol, veh/h        | 4                                                                                 | 38     | 371  | 4                                                                                 | 41                                                                                | 378  |
| 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         | 31                                                                                | 31     | 88   | 88                                                                                | 91                                                                                | 91   |
| Heavy Vehicles, %        | 50                                                                                | 0      | 0    | 0                                                                                 | 0                                                                                 | 1    |
| Mvmt Flow                | 13                                                                                | 123    | 422  | 5                                                                                 | 45                                                                                | 415  |
|                          |                                                                                   |        |      |                                                                                   |                                                                                   |      |
| Major/Minor              | Minor2                                                                            | Major2 |      |                                                                                   |                                                                                   |      |
| Conflicting Flow All     | 849                                                                               | 5      | 0    | 0                                                                                 |                                                                                   |      |
| Stage 1                  | 849                                                                               | -      | -    | -                                                                                 |                                                                                   |      |
| Stage 2                  | 0                                                                                 | -      | -    | -                                                                                 |                                                                                   |      |
| Critical Hdwy            | 7                                                                                 | 6.2    | 4.1  | -                                                                                 |                                                                                   |      |
| Critical Hdwy Stg 1      | 6                                                                                 | -      | -    | -                                                                                 |                                                                                   |      |
| Critical Hdwy Stg 2      | -                                                                                 | -      | -    | -                                                                                 |                                                                                   |      |
| Follow-up Hdwy           | 4.45                                                                              | 3.3    | 2.2  | -                                                                                 |                                                                                   |      |
| Pot Cap-1 Maneuver       | 251                                                                               | 1084   | -    | -                                                                                 |                                                                                   |      |
| Stage 1                  | 317                                                                               | -      | -    | -                                                                                 |                                                                                   |      |
| Stage 2                  | -                                                                                 | -      | -    | -                                                                                 |                                                                                   |      |
| Platoon blocked, %       |                                                                                   |        |      | -                                                                                 |                                                                                   |      |
| Mov Cap-1 Maneuver       | 0                                                                                 | 1084   | -    | -                                                                                 |                                                                                   |      |
| Mov Cap-2 Maneuver       | 0                                                                                 | -      | -    | -                                                                                 |                                                                                   |      |
| Stage 1                  | 0                                                                                 | -      | -    | -                                                                                 |                                                                                   |      |
| Stage 2                  | 0                                                                                 | -      | -    | -                                                                                 |                                                                                   |      |
|                          |                                                                                   |        |      |                                                                                   |                                                                                   |      |
|                          |                                                                                   |        |      |                                                                                   |                                                                                   |      |
| Approach                 | EB                                                                                | WB     |      |                                                                                   |                                                                                   |      |
| HCM Control Delay, s     | 8.8                                                                               |        |      |                                                                                   |                                                                                   |      |
| HCM LOS                  | A                                                                                 |        |      |                                                                                   |                                                                                   |      |
|                          |                                                                                   |        |      |                                                                                   |                                                                                   |      |
|                          |                                                                                   |        |      |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | EBLn1                                                                             | WBL    | WBT  |                                                                                   |                                                                                   |      |
| Capacity (veh/h)         | 1084                                                                              | -      | -    |                                                                                   |                                                                                   |      |
| HCM Lane V/C Ratio       | 0.125                                                                             | -      | -    |                                                                                   |                                                                                   |      |
| HCM Control Delay (s)    | 8.8                                                                               | -      | -    |                                                                                   |                                                                                   |      |
| HCM Lane LOS             | A                                                                                 | -      | -    |                                                                                   |                                                                                   |      |
| HCM 95th %tile Q(veh)    | 0.4                                                                               | -      | -    |                                                                                   |                                                                                   |      |



7: Lee Boulevard / Lee Road & E Main Street  
HCM 6th TWSC

With Action

| Intersection             |        |      |      |        |       |      |        |       |       |        |      |      |
|--------------------------|--------|------|------|--------|-------|------|--------|-------|-------|--------|------|------|
| Int Delay, s/veh         | 7.6    |      |      |        |       |      |        |       |       |        |      |      |
| Movement                 | EBL    | EBT  | EBR  | WBL    | WBT   | WBR  | NBL    | NBT   | NBR   | SBL    | SBT  | SBR  |
| Lane Configurations      |        | ↕    |      |        | ↕     |      |        | ↕     |       |        | ↕    |      |
| Traffic Vol, veh/h       | 0      | 251  | 102  | 138    | 337   | 1    | 37     | 5     | 217   | 1      | 5    | 0    |
| Future Vol, veh/h        | 0      | 251  | 102  | 138    | 337   | 1    | 37     | 5     | 217   | 1      | 5    | 0    |
| Conflicting Peds, #/hr   | 0      | 0    | 0    | 0      | 0     | 0    | 0      | 0     | 0     | 0      | 0    | 0    |
| Sign Control             | Free   | Free | Free | Free   | Free  | Free | Stop   | Stop  | Stop  | Stop   | Stop | Stop |
| RT Channelized           | -      | -    | None | -      | -     | None | -      | -     | None  | -      | -    | None |
| Storage Length           | -      | -    | -    | -      | -     | -    | -      | -     | -     | -      | -    | -    |
| Veh in Median Storage, # | -      | 0    | -    | -      | 0     | -    | -      | 0     | -     | -      | 0    | -    |
| Grade, %                 | -      | 0    | -    | -      | 0     | -    | -      | 0     | -     | -      | 0    | -    |
| Peak Hour Factor         | 92     | 92   | 92   | 91     | 91    | 91   | 81     | 81    | 81    | 92     | 92   | 92   |
| Heavy Vehicles, %        | 0      | 2    | 0    | 2      | 0     | 0    | 0      | 0     | 1     | 0      | 0    | 0    |
| Mvmt Flow                | 0      | 273  | 111  | 152    | 370   | 1    | 46     | 6     | 268   | 1      | 5    | 0    |
|                          |        |      |      |        |       |      |        |       |       |        |      |      |
| Major/Minor              | Major1 |      |      | Major2 |       |      | Minor1 |       |       | Minor2 |      |      |
| Conflicting Flow All     | 371    | 0    | 0    | 384    | 0     | 0    | 1006   | 1004  | 329   | 1141   | 1059 | 371  |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 329    | 329   | -     | 675    | 675  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 677    | 675   | -     | 466    | 384  | -    |
| Critical Hdwy            | 4.1    | -    | -    | 4.12   | -     | -    | 7.1    | 6.5   | 6.21  | 7.1    | 6.5  | 6.2  |
| Critical Hdwy Stg 1      | -      | -    | -    | -      | -     | -    | 6.1    | 5.5   | -     | 6.1    | 5.5  | -    |
| Critical Hdwy Stg 2      | -      | -    | -    | -      | -     | -    | 6.1    | 5.5   | -     | 6.1    | 5.5  | -    |
| Follow-up Hdwy           | 2.2    | -    | -    | 2.218  | -     | -    | 3.5    | 4     | 3.309 | 3.5    | 4    | 3.3  |
| Pot Cap-1 Maneuver       | 1199   | -    | -    | 1174   | -     | -    | 222    | 244   | 715   | 179    | 226  | 679  |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 688    | 650   | -     | 447    | 456  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 446    | 456   | -     | 581    | 615  | -    |
| Platoon blocked, %       |        | -    | -    |        | -     | -    |        |       |       |        |      |      |
| Mov Cap-1 Maneuver       | 1199   | -    | -    | 1174   | -     | -    | 190    | 204   | 715   | 96     | 189  | 679  |
| Mov Cap-2 Maneuver       | -      | -    | -    | -      | -     | -    | 190    | 204   | -     | 96     | 189  | -    |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 688    | 650   | -     | 447    | 382  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 368    | 382   | -     | 360    | 615  | -    |
|                          |        |      |      |        |       |      |        |       |       |        |      |      |
| Approach                 | EB     |      |      | WB     |       |      | NB     |       |       | SB     |      |      |
| HCM Control Delay, s     | 0      |      |      | 2.5    |       |      | 24.6   |       |       | 28     |      |      |
| HCM LOS                  |        |      |      |        |       |      | C      |       |       | D      |      |      |
|                          |        |      |      |        |       |      |        |       |       |        |      |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBL  | EBT  | EBR    | WBL   | WBT  | WBR    | SBLn1 |       |        |      |      |
| Capacity (veh/h)         | 495    | 1199 | -    | -      | 1174  | -    | -      | 163   |       |        |      |      |
| HCM Lane V/C Ratio       | 0.646  | -    | -    | -      | 0.129 | -    | -      | 0.04  |       |        |      |      |
| HCM Control Delay (s)    | 24.6   | 0    | -    | -      | 8.5   | 0    | -      | 28    |       |        |      |      |
| HCM Lane LOS             | C      | A    | -    | -      | A     | A    | -      | D     |       |        |      |      |
| HCM 95th %tile Q(veh)    | 4.5    | 0    | -    | -      | 0.4   | -    | -      | 0.1   |       |        |      |      |

9: Hill Boulevard/Old Jefferson Valley Hill Road (W) & E Main Street  
HCM 6th TWSC

With Action

| Intersection             |        |      |      |        |       |      |        |       |      |        |      |      |
|--------------------------|--------|------|------|--------|-------|------|--------|-------|------|--------|------|------|
| Int Delay, s/veh         | 5.2    |      |      |        |       |      |        |       |      |        |      |      |
| Movement                 | EBL    | EBT  | EBR  | WBL    | WBT   | WBR  | NBL    | NBT   | NBR  | SBL    | SBT  | SBR  |
| Lane Configurations      |        | ↕    |      |        | ↕     |      |        | ↕     |      |        | ↕    |      |
| Traffic Vol, veh/h       | 0      | 363  | 58   | 78     | 450   | 0    | 43     | 0     | 136  | 0      | 0    | 0    |
| Future Vol, veh/h        | 0      | 363  | 58   | 78     | 450   | 0    | 43     | 0     | 136  | 0      | 0    | 0    |
| Conflicting Peds, #/hr   | 0      | 0    | 0    | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0    | 0    |
| Sign Control             | Free   | Free | Free | Free   | Free  | Free | Stop   | Stop  | Stop | Stop   | Stop | Stop |
| RT Channelized           | -      | -    | None | -      | -     | None | -      | -     | None | -      | -    | None |
| Storage Length           | -      | -    | -    | -      | -     | -    | -      | -     | -    | -      | -    | -    |
| Veh in Median Storage, # | -      | 0    | -    | -      | 0     | -    | -      | 0     | -    | -      | 0    | -    |
| Grade, %                 | -      | 0    | -    | -      | 0     | -    | -      | 0     | -    | -      | 0    | -    |
| Peak Hour Factor         | 95     | 95   | 95   | 88     | 88    | 88   | 81     | 81    | 81   | 92     | 92   | 92   |
| Heavy Vehicles, %        | 0      | 1    | 2    | 2      | 1     | 0    | 4      | 0     | 0    | 0      | 0    | 0    |
| Mvmt Flow                | 0      | 382  | 61   | 89     | 511   | 0    | 53     | 0     | 168  | 0      | 0    | 0    |
| Major/Minor              | Major1 |      |      | Major2 |       |      | Minor1 |       |      | Minor2 |      |      |
| Conflicting Flow All     | 511    | 0    | 0    | 443    | 0     | 0    | 1102   | 1102  | 413  | 1186   | 1132 | 511  |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 413    | 413   | -    | 689    | 689  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 689    | 689   | -    | 497    | 443  | -    |
| Critical Hdwy            | 4.1    | -    | -    | 4.12   | -     | -    | 7.14   | 6.5   | 6.2  | 7.1    | 6.5  | 6.2  |
| Critical Hdwy Stg 1      | -      | -    | -    | -      | -     | -    | 6.14   | 5.5   | -    | 6.1    | 5.5  | -    |
| Critical Hdwy Stg 2      | -      | -    | -    | -      | -     | -    | 6.14   | 5.5   | -    | 6.1    | 5.5  | -    |
| Follow-up Hdwy           | 2.2    | -    | -    | 2.218  | -     | -    | 3.536  | 4     | 3.3  | 3.5    | 4    | 3.3  |
| Pot Cap-1 Maneuver       | 1065   | -    | -    | 1117   | -     | -    | 187    | 213   | 643  | 167    | 205  | 567  |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 612    | 597   | -    | 439    | 450  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 433    | 450   | -    | 559    | 579  | -    |
| Platoon blocked, %       | -      | -    | -    | -      | -     | -    | -      | -     | -    | -      | -    | -    |
| Mov Cap-1 Maneuver       | 1065   | -    | -    | 1117   | -     | -    | 171    | 189   | 643  | 113    | 182  | 567  |
| Mov Cap-2 Maneuver       | -      | -    | -    | -      | -     | -    | 171    | 189   | -    | 113    | 182  | -    |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 612    | 597   | -    | 439    | 400  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 385    | 400   | -    | 413    | 579  | -    |
| Approach                 | EB     |      |      | WB     |       |      | NB     |       |      | SB     |      |      |
| HCM Control Delay, s     | 0      |      |      | 1.3    |       |      | 26     |       |      | 0      |      |      |
| HCM LOS                  |        |      |      |        |       |      | D      |       |      | A      |      |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBL  | EBT  | EBR    | WBL   | WBT  | WBR    | SBLn1 |      |        |      |      |
| Capacity (veh/h)         | 387    | 1065 | -    | -      | 1117  | -    | -      | -     |      |        |      |      |
| HCM Lane V/C Ratio       | 0.571  | -    | -    | -      | 0.079 | -    | -      | -     |      |        |      |      |
| HCM Control Delay (s)    | 26     | 0    | -    | -      | 8.5   | 0    | -      | 0     |      |        |      |      |
| HCM Lane LOS             | D      | A    | -    | -      | A     | A    | -      | A     |      |        |      |      |
| HCM 95th %tile Q(veh)    | 3.4    | 0    | -    | -      | 0.3   | -    | -      | -     |      |        |      |      |



#### 4: E Main Street & US Route 6

#### Lanes, Volumes, Timings

With Action

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |                                                                                   |  |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |                                                                                     |  |
| Traffic Volume (vph)       | 359                                                                               | 1006                                                                              | 19                                                                                | 9                                                                                 | 1170                                                                              | 5                                                                                 | 14                                                                                 | 0                                                                                   | 8                                                                                   | 0                                                                                   | 0                                                                                   | 527                                                                                 |
| Future Volume (vph)        | 359                                                                               | 1006                                                                              | 19                                                                                | 9                                                                                 | 1170                                                                              | 5                                                                                 | 14                                                                                 | 0                                                                                   | 8                                                                                   | 0                                                                                   | 0                                                                                   | 527                                                                                 |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 14                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 11                                                                                | 11                                                                                | 12                                                                                 | 12                                                                                  | 12                                                                                  | 12                                                                                  | 12                                                                                  | 12                                                                                  |
| Storage Length (ft)        | 150                                                                               |                                                                                   | 0                                                                                 | 140                                                                               |                                                                                   | 0                                                                                 | 0                                                                                  |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   |
| Storage Lanes              | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                  |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 130                                                                               |                                                                                   |                                                                                   | 140                                                                               |                                                                                   |                                                                                   | 25                                                                                 |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                        |                                                                                   | 0.997                                                                             |                                                                                   |                                                                                   | 0.999                                                                             |                                                                                   |                                                                                    | 0.951                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.865                                                                               |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                    | 0.969                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1799                                                                              | 3399                                                                              | 0                                                                                 | 1544                                                                              | 3345                                                                              | 0                                                                                 | 0                                                                                  | 1751                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1565                                                                                |
| Flt Permitted              | 0.950                                                                             |                                                                                   |                                                                                   | 0.212                                                                             |                                                                                   |                                                                                   |                                                                                    | 0.969                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 1799                                                                              | 3399                                                                              | 0                                                                                 | 345                                                                               | 3345                                                                              | 0                                                                                 | 0                                                                                  | 1751                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1565                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                    |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                    | 194                                                                                 |                                                                                     |                                                                                     |                                                                                     | 85                                                                                  |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 30                                                                                  |                                                                                     |                                                                                     |                                                                                     | 30                                                                                  |
| Link Distance (ft)         |                                                                                   | 737                                                                               |                                                                                   |                                                                                   | 875                                                                               |                                                                                   |                                                                                    | 222                                                                                 |                                                                                     |                                                                                     |                                                                                     | 154                                                                                 |
| Travel Time (s)            |                                                                                   | 16.8                                                                              |                                                                                   |                                                                                   | 19.9                                                                              |                                                                                   |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 3.5                                                                                 |
| Peak Hour Factor           | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.35                                                                               | 0.35                                                                                | 0.35                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                |
| Heavy Vehicles (%)         | 7%                                                                                | 6%                                                                                | 0%                                                                                | 13%                                                                               | 4%                                                                                | 50%                                                                               | 0%                                                                                 | 0%                                                                                  | 0%                                                                                  | 100%                                                                                | 0%                                                                                  | 5%                                                                                  |
| Adj. Flow (vph)            | 395                                                                               | 1105                                                                              | 21                                                                                | 10                                                                                | 1315                                                                              | 6                                                                                 | 40                                                                                 | 0                                                                                   | 23                                                                                  | 0                                                                                   | 0                                                                                   | 579                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 395                                                                               | 1126                                                                              | 0                                                                                 | 10                                                                                | 1321                                                                              | 0                                                                                 | 0                                                                                  | 63                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 579                                                                                 |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                 | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                               | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)           |                                                                                   | 14                                                                                |                                                                                   |                                                                                   | 14                                                                                |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |
| Crosswalk Width(ft)        |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                    | 16                                                                                  |                                                                                     |                                                                                     |                                                                                     | 26                                                                                  |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 0.92                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                              | 1.04                                                                              | 1.04                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                 |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                  | 2                                                                                   |                                                                                     |                                                                                     |                                                                                     | 1                                                                                   |
| Detector Template          | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                               | Thru                                                                                |                                                                                     |                                                                                     |                                                                                     | Right                                                                               |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                 | 100                                                                                 |                                                                                     |                                                                                     |                                                                                     | 20                                                                                  |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                  | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                 | 6                                                                                   |                                                                                     |                                                                                     |                                                                                     | 20                                                                                  |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                              | Cl+Ex                                                                               |                                                                                     |                                                                                     |                                                                                     | Cl+Ex                                                                               |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 0.0                                                                                 |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 0.0                                                                                 |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 0.0                                                                                 |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                    | 94                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                    | 6                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                    | Cl+Ex                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Turn Type                  | Prot                                                                              | NA                                                                                |                                                                                   | Perm                                                                              | NA                                                                                |                                                                                   | Perm                                                                               | NA                                                                                  |                                                                                     |                                                                                     |                                                                                     | custom                                                                              |

#### 4: E Main Street & US Route 6 Lanes, Volumes, Timings

With Action

| Lane Group                 | Ø2 | Ø3 | Ø5 | Ø6 | Ø7 | Ø11 | Ø12 |
|----------------------------|----|----|----|----|----|-----|-----|
| Lane Configurations        |    |    |    |    |    |     |     |
| Traffic Volume (vph)       |    |    |    |    |    |     |     |
| Future Volume (vph)        |    |    |    |    |    |     |     |
| Ideal Flow (vphpl)         |    |    |    |    |    |     |     |
| Lane Width (ft)            |    |    |    |    |    |     |     |
| Storage Length (ft)        |    |    |    |    |    |     |     |
| Storage Lanes              |    |    |    |    |    |     |     |
| Taper Length (ft)          |    |    |    |    |    |     |     |
| Lane Util. Factor          |    |    |    |    |    |     |     |
| Frt                        |    |    |    |    |    |     |     |
| Flt Protected              |    |    |    |    |    |     |     |
| Satd. Flow (prot)          |    |    |    |    |    |     |     |
| Flt Permitted              |    |    |    |    |    |     |     |
| Satd. Flow (perm)          |    |    |    |    |    |     |     |
| Right Turn on Red          |    |    |    |    |    |     |     |
| Satd. Flow (RTOR)          |    |    |    |    |    |     |     |
| Link Speed (mph)           |    |    |    |    |    |     |     |
| Link Distance (ft)         |    |    |    |    |    |     |     |
| Travel Time (s)            |    |    |    |    |    |     |     |
| Peak Hour Factor           |    |    |    |    |    |     |     |
| Heavy Vehicles (%)         |    |    |    |    |    |     |     |
| Adj. Flow (vph)            |    |    |    |    |    |     |     |
| Shared Lane Traffic (%)    |    |    |    |    |    |     |     |
| Lane Group Flow (vph)      |    |    |    |    |    |     |     |
| Enter Blocked Intersection |    |    |    |    |    |     |     |
| Lane Alignment             |    |    |    |    |    |     |     |
| Median Width(ft)           |    |    |    |    |    |     |     |
| Link Offset(ft)            |    |    |    |    |    |     |     |
| Crosswalk Width(ft)        |    |    |    |    |    |     |     |
| Two way Left Turn Lane     |    |    |    |    |    |     |     |
| Headway Factor             |    |    |    |    |    |     |     |
| Turning Speed (mph)        |    |    |    |    |    |     |     |
| Number of Detectors        |    |    |    |    |    |     |     |
| Detector Template          |    |    |    |    |    |     |     |
| Leading Detector (ft)      |    |    |    |    |    |     |     |
| Trailing Detector (ft)     |    |    |    |    |    |     |     |
| Detector 1 Position(ft)    |    |    |    |    |    |     |     |
| Detector 1 Size(ft)        |    |    |    |    |    |     |     |
| Detector 1 Type            |    |    |    |    |    |     |     |
| Detector 1 Channel         |    |    |    |    |    |     |     |
| Detector 1 Extend (s)      |    |    |    |    |    |     |     |
| Detector 1 Queue (s)       |    |    |    |    |    |     |     |
| Detector 1 Delay (s)       |    |    |    |    |    |     |     |
| Detector 2 Position(ft)    |    |    |    |    |    |     |     |
| Detector 2 Size(ft)        |    |    |    |    |    |     |     |
| Detector 2 Type            |    |    |    |    |    |     |     |
| Detector 2 Channel         |    |    |    |    |    |     |     |
| Detector 2 Extend (s)      |    |    |    |    |    |     |     |
| Turn Type                  |    |    |    |    |    |     |     |

#### 4: E Main Street & US Route 6 Lanes, Volumes, Timings

With Action

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Protected Phases        | 2 11!                                                                             | 10                                                                                |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                    | 4!                                                                                  |                                                                                     |                                                                                     |                                                                                     | 2 3 4                                                                               |
| Permitted Phases        |                                                                                   |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 4!                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector Phase          | 2 11                                                                              | 10                                                                                |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                   | 4                                                                                  | 4                                                                                   |                                                                                     |                                                                                     |                                                                                     | 2 3 4                                                                               |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   | 3.0                                                                                | 3.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Split (s)       |                                                                                   | 10.0                                                                              |                                                                                   | 10.0                                                                              | 10.0                                                                              |                                                                                   | 8.0                                                                                | 8.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Total Split (s)         |                                                                                   | 73.0                                                                              |                                                                                   | 41.0                                                                              | 41.0                                                                              |                                                                                   | 9.0                                                                                | 9.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Total Split (%)         |                                                                                   | 81.1%                                                                             |                                                                                   | 45.6%                                                                             | 45.6%                                                                             |                                                                                   | 10.0%                                                                              | 10.0%                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Maximum Green (s)       |                                                                                   | 68.0                                                                              |                                                                                   | 36.0                                                                              | 36.0                                                                              |                                                                                   | 4.0                                                                                | 4.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Yellow Time (s)         |                                                                                   | 4.0                                                                               |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                                | 4.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| All-Red Time (s)        |                                                                                   | 1.0                                                                               |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                                | 1.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lost Time Adjust (s)    |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Total Lost Time (s)     |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead/Lag                |                                                                                   |                                                                                   |                                                                                   | Lead                                                                              | Lead                                                                              |                                                                                   | Lag                                                                                | Lag                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?      |                                                                                   |                                                                                   |                                                                                   | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                | Yes                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Vehicle Extension (s)   |                                                                                   | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                | 3.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Recall Mode             |                                                                                   | Max                                                                               |                                                                                   | C-Min                                                                             | C-Min                                                                             |                                                                                   | None                                                                               | None                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Act Effct Green (s)     | 47.0                                                                              | 68.0                                                                              |                                                                                   | 36.0                                                                              | 36.0                                                                              |                                                                                   |                                                                                    | 4.0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 47.0                                                                                |
| Actuated g/C Ratio      | 0.52                                                                              | 0.76                                                                              |                                                                                   | 0.40                                                                              | 0.40                                                                              |                                                                                   |                                                                                    | 0.04                                                                                |                                                                                     |                                                                                     |                                                                                     | 0.52                                                                                |
| v/c Ratio               | 0.42                                                                              | 0.44                                                                              |                                                                                   | 0.07                                                                              | 0.99                                                                              |                                                                                   |                                                                                    | 0.24                                                                                |                                                                                     |                                                                                     |                                                                                     | 0.68                                                                                |
| Control Delay           | 14.4                                                                              | 3.9                                                                               |                                                                                   | 18.6                                                                              | 49.7                                                                              |                                                                                   |                                                                                    | 2.1                                                                                 |                                                                                     |                                                                                     |                                                                                     | 18.8                                                                                |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 35.9                                                                                |
| Total Delay             | 14.4                                                                              | 3.9                                                                               |                                                                                   | 18.6                                                                              | 49.7                                                                              |                                                                                   |                                                                                    | 2.1                                                                                 |                                                                                     |                                                                                     |                                                                                     | 54.6                                                                                |
| LOS                     | B                                                                                 | A                                                                                 |                                                                                   | B                                                                                 | D                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     |                                                                                     | D                                                                                   |
| Approach Delay          |                                                                                   | 6.6                                                                               |                                                                                   |                                                                                   | 49.5                                                                              |                                                                                   |                                                                                    | 2.1                                                                                 |                                                                                     |                                                                                     | 54.6                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Queue Length 50th (ft)  | 121                                                                               | 15                                                                                |                                                                                   | 3                                                                                 | 383                                                                               |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     | 276                                                                                 |
| Queue Length 95th (ft)  | 180                                                                               | 158                                                                               |                                                                                   | 14                                                                                | #532                                                                              |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     | 429                                                                                 |
| Internal Link Dist (ft) |                                                                                   | 657                                                                               |                                                                                   |                                                                                   | 795                                                                               |                                                                                   |                                                                                    | 142                                                                                 |                                                                                     |                                                                                     | 74                                                                                  |                                                                                     |
| Turn Bay Length (ft)    | 150                                                                               |                                                                                   |                                                                                   | 140                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Base Capacity (vph)     | 939                                                                               | 2569                                                                              |                                                                                   | 138                                                                               | 1338                                                                              |                                                                                   |                                                                                    | 263                                                                                 |                                                                                     |                                                                                     |                                                                                     | 857                                                                                 |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     | 308                                                                                 |
| Spillback Cap Reductn   | 26                                                                                | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |
| Reduced v/c Ratio       | 0.43                                                                              | 0.44                                                                              |                                                                                   | 0.07                                                                              | 0.99                                                                              |                                                                                   |                                                                                    | 0.24                                                                                |                                                                                     |                                                                                     |                                                                                     | 1.05                                                                                |

#### Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 19 (21%), Referenced to phase 1:WBTL and 5:, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 30.8

Intersection LOS: C

Intersection Capacity Utilization 80.1%

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.

#### 4: E Main Street & US Route 6 Lanes, Volumes, Timings

With Action

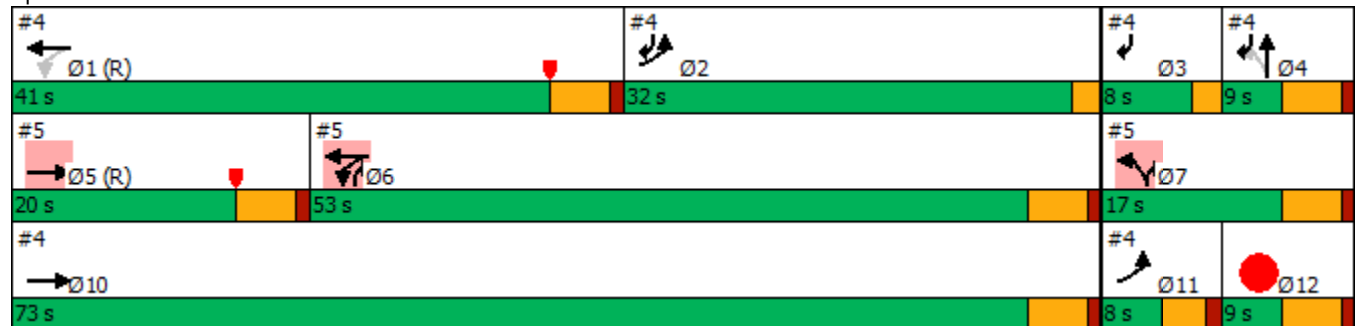
| Lane Group              | Ø2   | Ø3   | Ø5    | Ø6   | Ø7   | Ø11  | Ø12  |
|-------------------------|------|------|-------|------|------|------|------|
| Protected Phases        | 2    | 3    | 5     | 6    | 7    | 11   | 12   |
| Permitted Phases        |      |      |       |      |      |      |      |
| Detector Phase          |      |      |       |      |      |      |      |
| Switch Phase            |      |      |       |      |      |      |      |
| Minimum Initial (s)     | 5.0  | 5.0  | 5.0   | 5.0  | 5.0  | 4.0  | 3.0  |
| Minimum Split (s)       | 7.0  | 7.0  | 10.0  | 10.0 | 10.0 | 8.0  | 8.0  |
| Total Split (s)         | 32.0 | 8.0  | 20.0  | 53.0 | 17.0 | 8.0  | 9.0  |
| Total Split (%)         | 36%  | 9%   | 22%   | 59%  | 19%  | 9%   | 10%  |
| Maximum Green (s)       | 30.0 | 6.0  | 15.0  | 48.0 | 12.0 | 4.0  | 4.0  |
| Yellow Time (s)         | 2.0  | 2.0  | 4.0   | 4.0  | 4.0  | 3.0  | 4.0  |
| All-Red Time (s)        | 0.0  | 0.0  | 1.0   | 1.0  | 1.0  | 1.0  | 1.0  |
| Lost Time Adjust (s)    |      |      |       |      |      |      |      |
| Total Lost Time (s)     |      |      |       |      |      |      |      |
| Lead/Lag                | Lag  | Lead | Lead  | Lag  |      | Lead | Lag  |
| Lead-Lag Optimize?      | Yes  | Yes  | Yes   | Yes  |      | Yes  | Yes  |
| Vehicle Extension (s)   | 3.0  | 3.0  | 3.0   | 3.0  | 3.0  | 3.0  | 3.0  |
| Recall Mode             | Max  | Min  | C-Max | Min  | Min  | Min  | None |
| Act Effect Green (s)    |      |      |       |      |      |      |      |
| Actuated g/C Ratio      |      |      |       |      |      |      |      |
| v/c Ratio               |      |      |       |      |      |      |      |
| Control Delay           |      |      |       |      |      |      |      |
| Queue Delay             |      |      |       |      |      |      |      |
| Total Delay             |      |      |       |      |      |      |      |
| LOS                     |      |      |       |      |      |      |      |
| Approach Delay          |      |      |       |      |      |      |      |
| Approach LOS            |      |      |       |      |      |      |      |
| Queue Length 50th (ft)  |      |      |       |      |      |      |      |
| Queue Length 95th (ft)  |      |      |       |      |      |      |      |
| Internal Link Dist (ft) |      |      |       |      |      |      |      |
| Turn Bay Length (ft)    |      |      |       |      |      |      |      |
| Base Capacity (vph)     |      |      |       |      |      |      |      |
| Starvation Cap Reductn  |      |      |       |      |      |      |      |
| Spillback Cap Reductn   |      |      |       |      |      |      |      |
| Storage Cap Reductn     |      |      |       |      |      |      |      |
| Reduced v/c Ratio       |      |      |       |      |      |      |      |
| Intersection Summary    |      |      |       |      |      |      |      |

# 4: E Main Street & US Route 6 Lanes, Volumes, Timings

With Action

! Phase conflict between lane groups.

Splits and Phases: 4: E Main Street & US Route 6





# 5: E Main Street & Old Rt 6 Lanes, Volumes, Timings

With Action

|                            | <div> <div>→</div> <div>↘</div> <div>↙</div> <div>←</div> <div>↖</div> <div>↗</div> </div> |       |       |       |       |       | Ø1 | Ø2 | Ø3 | Ø4 | Ø10 | Ø11 |
|----------------------------|--------------------------------------------------------------------------------------------|-------|-------|-------|-------|-------|----|----|----|----|-----|-----|
| Lane Group                 | EBT                                                                                        | EBR   | WBL   | WBT   | NBL   | NBR   |    |    |    |    |     |     |
| Lane Configurations        | ↰                                                                                          |       |       | ↱     | ↱     | ↱     |    |    |    |    |     |     |
| Traffic Volume (vph)       | 7                                                                                          | 54    | 473   | 4     | 47    | 317   |    |    |    |    |     |     |
| Future Volume (vph)        | 7                                                                                          | 54    | 473   | 4     | 47    | 317   |    |    |    |    |     |     |
| Ideal Flow (vphpl)         | 1900                                                                                       | 1900  | 1900  | 1900  | 1900  | 1900  |    |    |    |    |     |     |
| Lane Width (ft)            | 10                                                                                         | 10    | 10    | 10    | 12    | 12    |    |    |    |    |     |     |
| Lane Util. Factor          | 1.00                                                                                       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |    |    |    |    |     |     |
| Frt                        | 0.880                                                                                      |       |       |       |       | 0.850 |    |    |    |    |     |     |
| Flt Protected              |                                                                                            |       |       | 0.953 | 0.950 |       |    |    |    |    |     |     |
| Satd. Flow (prot)          | 1561                                                                                       | 0     | 0     | 1610  | 1805  | 1495  |    |    |    |    |     |     |
| Flt Permitted              |                                                                                            |       |       | 0.953 | 0.950 |       |    |    |    |    |     |     |
| Satd. Flow (perm)          | 1561                                                                                       | 0     | 0     | 1610  | 1805  | 1495  |    |    |    |    |     |     |
| Right Turn on Red          |                                                                                            | Yes   |       |       |       | Yes   |    |    |    |    |     |     |
| Satd. Flow (RTOR)          | 216                                                                                        |       |       |       |       | 373   |    |    |    |    |     |     |
| Link Speed (mph)           | 30                                                                                         |       |       | 30    | 30    |       |    |    |    |    |     |     |
| Link Distance (ft)         | 677                                                                                        |       |       | 840   | 154   |       |    |    |    |    |     |     |
| Travel Time (s)            | 15.4                                                                                       |       |       | 19.1  | 3.5   |       |    |    |    |    |     |     |
| Peak Hour Factor           | 0.25                                                                                       | 0.25  | 0.91  | 0.91  | 0.85  | 0.85  |    |    |    |    |     |     |
| Heavy Vehicles (%)         | 0%                                                                                         | 0%    | 5%    | 0%    | 0%    | 8%    |    |    |    |    |     |     |
| Adj. Flow (vph)            | 28                                                                                         | 216   | 520   | 4     | 55    | 373   |    |    |    |    |     |     |
| Shared Lane Traffic (%)    |                                                                                            |       |       |       |       |       |    |    |    |    |     |     |
| Lane Group Flow (vph)      | 244                                                                                        | 0     | 0     | 524   | 55    | 373   |    |    |    |    |     |     |
| Enter Blocked Intersection | No                                                                                         | No    | No    | No    | No    | No    |    |    |    |    |     |     |
| Lane Alignment             | Left                                                                                       | Right | Left  | Left  | Left  | Right |    |    |    |    |     |     |
| Median Width(ft)           | 0                                                                                          |       |       | 0     | 12    |       |    |    |    |    |     |     |
| Link Offset(ft)            | 0                                                                                          |       |       | 0     | 0     |       |    |    |    |    |     |     |
| Crosswalk Width(ft)        | 16                                                                                         |       |       | 16    | 16    |       |    |    |    |    |     |     |
| Two way Left Turn Lane     |                                                                                            |       |       |       |       |       |    |    |    |    |     |     |
| Headway Factor             | 1.09                                                                                       | 1.09  | 1.09  | 1.09  | 1.00  | 1.00  |    |    |    |    |     |     |
| Turning Speed (mph)        |                                                                                            | 9     | 15    |       | 15    | 9     |    |    |    |    |     |     |
| Number of Detectors        | 2                                                                                          |       | 1     | 2     | 1     | 1     |    |    |    |    |     |     |
| Detector Template          | Thru                                                                                       |       | Left  | Thru  | Left  | Right |    |    |    |    |     |     |
| Leading Detector (ft)      | 100                                                                                        |       | 20    | 100   | 20    | 20    |    |    |    |    |     |     |
| Trailing Detector (ft)     | 0                                                                                          |       | 0     | 0     | 0     | 0     |    |    |    |    |     |     |
| Detector 1 Position(ft)    | 0                                                                                          |       | 0     | 0     | 0     | 0     |    |    |    |    |     |     |
| Detector 1 Size(ft)        | 6                                                                                          |       | 20    | 6     | 20    | 20    |    |    |    |    |     |     |
| Detector 1 Type            | Cl+Ex                                                                                      |       | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |    |    |    |    |     |     |
| Detector 1 Channel         |                                                                                            |       |       |       |       |       |    |    |    |    |     |     |
| Detector 1 Extend (s)      | 0.0                                                                                        |       | 0.0   | 0.0   | 0.0   | 0.0   |    |    |    |    |     |     |
| Detector 1 Queue (s)       | 0.0                                                                                        |       | 0.0   | 0.0   | 0.0   | 0.0   |    |    |    |    |     |     |
| Detector 1 Delay (s)       | 0.0                                                                                        |       | 0.0   | 0.0   | 0.0   | 0.0   |    |    |    |    |     |     |
| Detector 2 Position(ft)    | 94                                                                                         |       |       | 94    |       |       |    |    |    |    |     |     |
| Detector 2 Size(ft)        | 6                                                                                          |       |       | 6     |       |       |    |    |    |    |     |     |
| Detector 2 Type            | Cl+Ex                                                                                      |       |       | Cl+Ex |       |       |    |    |    |    |     |     |
| Detector 2 Channel         |                                                                                            |       |       |       |       |       |    |    |    |    |     |     |
| Detector 2 Extend (s)      | 0.0                                                                                        |       |       | 0.0   |       |       |    |    |    |    |     |     |
| Turn Type                  | NA                                                                                         |       | Split | NA    | Prot  | pt+ov |    |    |    |    |     |     |
| Protected Phases           | 5                                                                                          |       | 6     | 6     | 7     | 7 6   | 1  | 2  | 3  | 4  | 10  | 11  |
| Permitted Phases           |                                                                                            |       |       |       |       |       |    |    |    |    |     |     |
| Detector Phase             | 5                                                                                          |       | 6     | 6     | 7     | 7 6   |    |    |    |    |     |     |

## 5: E Main Street & Old Rt 6

### Lanes, Volumes, Timings

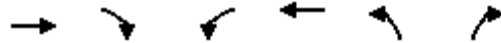
With Action

|                            |     |
|----------------------------|-----|
| Lane Group                 | Ø12 |
| Lane Configurations        |     |
| Traffic Volume (vph)       |     |
| Future Volume (vph)        |     |
| Ideal Flow (vphpl)         |     |
| Lane Width (ft)            |     |
| Lane Util. Factor          |     |
| Frt                        |     |
| Flt Protected              |     |
| Satd. Flow (prot)          |     |
| Flt Permitted              |     |
| Satd. Flow (perm)          |     |
| Right Turn on Red          |     |
| Satd. Flow (RTOR)          |     |
| Link Speed (mph)           |     |
| Link Distance (ft)         |     |
| Travel Time (s)            |     |
| Peak Hour Factor           |     |
| Heavy Vehicles (%)         |     |
| Adj. Flow (vph)            |     |
| Shared Lane Traffic (%)    |     |
| Lane Group Flow (vph)      |     |
| Enter Blocked Intersection |     |
| Lane Alignment             |     |
| Median Width(ft)           |     |
| Link Offset(ft)            |     |
| Crosswalk Width(ft)        |     |
| Two way Left Turn Lane     |     |
| Headway Factor             |     |
| Turning Speed (mph)        |     |
| Number of Detectors        |     |
| Detector Template          |     |
| Leading Detector (ft)      |     |
| Trailing Detector (ft)     |     |
| Detector 1 Position(ft)    |     |
| Detector 1 Size(ft)        |     |
| Detector 1 Type            |     |
| Detector 1 Channel         |     |
| Detector 1 Extend (s)      |     |
| Detector 1 Queue (s)       |     |
| Detector 1 Delay (s)       |     |
| Detector 2 Position(ft)    |     |
| Detector 2 Size(ft)        |     |
| Detector 2 Type            |     |
| Detector 2 Channel         |     |
| Detector 2 Extend (s)      |     |
| Turn Type                  |     |
| Protected Phases           | 12  |
| Permitted Phases           |     |
| Detector Phase             |     |

## 5: E Main Street & Old Rt 6

### Lanes, Volumes, Timings

With Action



| Lane Group              | EBT   | EBR | WBL   | WBT   | NBL   | NBR  | Ø1    | Ø2   | Ø3   | Ø4   | Ø10  | Ø11  |
|-------------------------|-------|-----|-------|-------|-------|------|-------|------|------|------|------|------|
| <b>Switch Phase</b>     |       |     |       |       |       |      |       |      |      |      |      |      |
| Minimum Initial (s)     | 5.0   |     | 5.0   | 5.0   | 5.0   |      | 5.0   | 5.0  | 5.0  | 3.0  | 5.0  | 4.0  |
| Minimum Split (s)       | 10.0  |     | 10.0  | 10.0  | 10.0  |      | 10.0  | 7.0  | 7.0  | 8.0  | 10.0 | 8.0  |
| Total Split (s)         | 20.0  |     | 53.0  | 53.0  | 17.0  |      | 41.0  | 32.0 | 8.0  | 9.0  | 73.0 | 8.0  |
| Total Split (%)         | 22.2% |     | 58.9% | 58.9% | 18.9% |      | 46%   | 36%  | 9%   | 10%  | 81%  | 9%   |
| Maximum Green (s)       | 15.0  |     | 48.0  | 48.0  | 12.0  |      | 36.0  | 30.0 | 6.0  | 4.0  | 68.0 | 4.0  |
| Yellow Time (s)         | 4.0   |     | 4.0   | 4.0   | 4.0   |      | 4.0   | 2.0  | 2.0  | 4.0  | 4.0  | 3.0  |
| All-Red Time (s)        | 1.0   |     | 1.0   | 1.0   | 1.0   |      | 1.0   | 0.0  | 0.0  | 1.0  | 1.0  | 1.0  |
| Lost Time Adjust (s)    | 0.0   |     |       | 0.0   | 0.0   |      |       |      |      |      |      |      |
| Total Lost Time (s)     | 5.0   |     |       | 5.0   | 5.0   |      |       |      |      |      |      |      |
| Lead/Lag                | Lead  |     | Lag   | Lag   |       |      | Lead  | Lag  | Lead | Lag  |      | Lead |
| Lead-Lag Optimize?      | Yes   |     | Yes   | Yes   |       |      | Yes   | 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  | 3.0  |
| Recall Mode             | C-Max |     | Min   | Min   | Min   |      | C-Min | Max  | Min  | None | Max  | Min  |
| Act Effect Green (s)    | 15.0  |     |       | 48.0  | 12.0  | 65.0 |       |      |      |      |      |      |
| Actuated g/C Ratio      | 0.17  |     |       | 0.53  | 0.13  | 0.72 |       |      |      |      |      |      |
| v/c Ratio               | 0.55  |     |       | 0.61  | 0.23  | 0.32 |       |      |      |      |      |      |
| Control Delay           | 12.4  |     |       | 18.4  | 22.4  | 1.0  |       |      |      |      |      |      |
| Queue Delay             | 1.4   |     |       | 25.2  | 5.7   | 0.6  |       |      |      |      |      |      |
| Total Delay             | 13.8  |     |       | 43.6  | 28.1  | 1.5  |       |      |      |      |      |      |
| LOS                     | B     |     |       | D     | C     | A    |       |      |      |      |      |      |
| Approach Delay          | 13.8  |     |       | 43.6  | 5.0   |      |       |      |      |      |      |      |
| Approach LOS            | B     |     |       | D     | A     |      |       |      |      |      |      |      |
| Queue Length 50th (ft)  | 14    |     |       | 194   | 32    | 4    |       |      |      |      |      |      |
| Queue Length 95th (ft)  | 0     |     |       | 299   | m51   | m0   |       |      |      |      |      |      |
| Internal Link Dist (ft) | 597   |     |       | 760   | 74    |      |       |      |      |      |      |      |
| Turn Bay Length (ft)    |       |     |       |       |       |      |       |      |      |      |      |      |
| Base Capacity (vph)     | 440   |     |       | 858   | 240   | 1183 |       |      |      |      |      |      |
| Starvation Cap Reductn  | 0     |     |       | 0     | 140   | 453  |       |      |      |      |      |      |
| Spillback Cap Reductn   | 75    |     |       | 343   | 0     | 0    |       |      |      |      |      |      |
| Storage Cap Reductn     | 0     |     |       | 0     | 0     | 0    |       |      |      |      |      |      |
| Reduced v/c Ratio       | 0.67  |     |       | 1.02  | 0.55  | 0.51 |       |      |      |      |      |      |

#### Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 19 (21%), Referenced to phase 1:WBTL and 5:, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 23.7

Intersection LOS: C

Intersection Capacity Utilization 45.6%

ICU Level of Service A

Analysis Period (min) 15

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

Splits and Phases: 5: E Main Street & Old Rt 6

|                        |                    |                    |                    |
|------------------------|--------------------|--------------------|--------------------|
| #4<br>← Ø1 (R)<br>41 s | #4<br>↖ Ø2<br>32 s | #4<br>↖ Ø3<br>8 s  | #4<br>↖ Ø4<br>9 s  |
| #5<br>→ Ø5 (R)<br>20 s | #5<br>↖ Ø6<br>53 s | #5<br>↖ Ø7<br>17 s |                    |
| #4<br>→ Ø10<br>73 s    |                    | #4<br>↖ Ø11<br>8 s | #4<br>↖ Ø12<br>9 s |

## 5: E Main Street & Old Rt 6 Lanes, Volumes, Timings

With Action

|                         |      |
|-------------------------|------|
| Lane Group              | Ø12  |
| Switch Phase            |      |
| Minimum Initial (s)     | 3.0  |
| Minimum Split (s)       | 8.0  |
| Total Split (s)         | 9.0  |
| Total Split (%)         | 10%  |
| Maximum Green (s)       | 4.0  |
| Yellow Time (s)         | 4.0  |
| All-Red Time (s)        | 1.0  |
| Lost Time Adjust (s)    |      |
| Total Lost Time (s)     |      |
| Lead/Lag                | Lag  |
| Lead-Lag Optimize?      | Yes  |
| Vehicle Extension (s)   | 3.0  |
| Recall Mode             | None |
| Act Effect Green (s)    |      |
| Actuated g/C Ratio      |      |
| v/c Ratio               |      |
| Control Delay           |      |
| Queue Delay             |      |
| Total Delay             |      |
| LOS                     |      |
| Approach Delay          |      |
| Approach LOS            |      |
| Queue Length 50th (ft)  |      |
| Queue Length 95th (ft)  |      |
| Internal Link Dist (ft) |      |
| Turn Bay Length (ft)    |      |
| Base Capacity (vph)     |      |
| Starvation Cap Reductn  |      |
| Spillback Cap Reductn   |      |
| Storage Cap Reductn     |      |
| Reduced v/c Ratio       |      |
| Intersection Summary    |      |

#### 4: E Main Street & US Route 6

#### Lanes, Volumes, Timings

With Action

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |                                                                                   |  |  |                                                                                   |                                                                                     |  |                                                                                     |                                                                                     |                                                                                     |  |
| Traffic Volume (vph)       | 619                                                                               | 1564                                                                              | 24                                                                                | 5                                                                                 | 1306                                                                              | 18                                                                                | 21                                                                                  | 0                                                                                   | 26                                                                                  | 0                                                                                   | 0                                                                                   | 377                                                                                 |
| Future Volume (vph)        | 619                                                                               | 1564                                                                              | 24                                                                                | 5                                                                                 | 1306                                                                              | 18                                                                                | 21                                                                                  | 0                                                                                   | 26                                                                                  | 0                                                                                   | 0                                                                                   | 377                                                                                 |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 14                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 11                                                                                | 11                                                                                | 12                                                                                  | 12                                                                                  | 12                                                                                  | 12                                                                                  | 12                                                                                  | 12                                                                                  |
| Storage Length (ft)        | 150                                                                               |                                                                                   | 0                                                                                 | 140                                                                               |                                                                                   | 0                                                                                 | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   |
| Storage Lanes              | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 130                                                                               |                                                                                   |                                                                                   | 140                                                                               |                                                                                   |                                                                                   | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                        |                                                                                   | 0.998                                                                             |                                                                                   |                                                                                   | 0.998                                                                             |                                                                                   |                                                                                     | 0.925                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.865                                                                               |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                     | 0.978                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1906                                                                              | 3568                                                                              | 0                                                                                 | 1745                                                                              | 3406                                                                              | 0                                                                                 | 0                                                                                   | 1719                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1580                                                                                |
| Flt Permitted              | 0.950                                                                             |                                                                                   |                                                                                   | 0.102                                                                             |                                                                                   |                                                                                   |                                                                                     | 0.978                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 1906                                                                              | 3568                                                                              | 0                                                                                 | 187                                                                               | 3406                                                                              | 0                                                                                 | 0                                                                                   | 1719                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1580                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   | 5                                                                                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   |                                                                                     | 194                                                                                 |                                                                                     |                                                                                     |                                                                                     | 85                                                                                  |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                     | 30                                                                                  |                                                                                     |                                                                                     |                                                                                     | 30                                                                                  |
| Link Distance (ft)         |                                                                                   | 737                                                                               |                                                                                   |                                                                                   | 875                                                                               |                                                                                   |                                                                                     | 222                                                                                 |                                                                                     |                                                                                     |                                                                                     | 154                                                                                 |
| Travel Time (s)            |                                                                                   | 16.8                                                                              |                                                                                   |                                                                                   | 19.9                                                                              |                                                                                   |                                                                                     | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 3.5                                                                                 |
| Peak Hour Factor           | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.72                                                                                | 0.72                                                                                | 0.72                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                |
| Heavy Vehicles (%)         | 1%                                                                                | 1%                                                                                | 0%                                                                                | 0%                                                                                | 2%                                                                                | 21%                                                                               | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 50%                                                                                 | 0%                                                                                  | 4%                                                                                  |
| Adj. Flow (vph)            | 659                                                                               | 1664                                                                              | 26                                                                                | 5                                                                                 | 1435                                                                              | 20                                                                                | 29                                                                                  | 0                                                                                   | 36                                                                                  | 0                                                                                   | 0                                                                                   | 414                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 659                                                                               | 1690                                                                              | 0                                                                                 | 5                                                                                 | 1455                                                                              | 0                                                                                 | 0                                                                                   | 65                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 414                                                                                 |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                                | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)           |                                                                                   | 14                                                                                |                                                                                   |                                                                                   | 14                                                                                |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Crosswalk Width(ft)        |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     | 26                                                                                  |                                                                                     |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 0.92                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                              | 1.04                                                                              | 1.04                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                   | 2                                                                                   |                                                                                     |                                                                                     |                                                                                     | 1                                                                                   |
| Detector Template          | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                                | Thru                                                                                |                                                                                     |                                                                                     |                                                                                     | Right                                                                               |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                  | 100                                                                                 |                                                                                     |                                                                                     |                                                                                     | 20                                                                                  |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                  | 6                                                                                   |                                                                                     |                                                                                     |                                                                                     | 20                                                                                  |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                               | Cl+Ex                                                                               |                                                                                     |                                                                                     |                                                                                     | Cl+Ex                                                                               |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 0.0                                                                                 |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 0.0                                                                                 |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 0.0                                                                                 |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                     | 94                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                     | Cl+Ex                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Turn Type                  | Prot                                                                              | NA                                                                                |                                                                                   | Perm                                                                              | NA                                                                                |                                                                                   | Perm                                                                                | NA                                                                                  |                                                                                     |                                                                                     |                                                                                     | custom                                                                              |

#### 4: E Main Street & US Route 6 Lanes, Volumes, Timings

With Action

| Lane Group                 | Ø2 | Ø3 | Ø5 | Ø6 | Ø7 | Ø11 | Ø12 |
|----------------------------|----|----|----|----|----|-----|-----|
| Lane Configurations        |    |    |    |    |    |     |     |
| Traffic Volume (vph)       |    |    |    |    |    |     |     |
| Future Volume (vph)        |    |    |    |    |    |     |     |
| Ideal Flow (vphpl)         |    |    |    |    |    |     |     |
| Lane Width (ft)            |    |    |    |    |    |     |     |
| Storage Length (ft)        |    |    |    |    |    |     |     |
| Storage Lanes              |    |    |    |    |    |     |     |
| Taper Length (ft)          |    |    |    |    |    |     |     |
| Lane Util. Factor          |    |    |    |    |    |     |     |
| Frt                        |    |    |    |    |    |     |     |
| Flt Protected              |    |    |    |    |    |     |     |
| Satd. Flow (prot)          |    |    |    |    |    |     |     |
| Flt Permitted              |    |    |    |    |    |     |     |
| Satd. Flow (perm)          |    |    |    |    |    |     |     |
| Right Turn on Red          |    |    |    |    |    |     |     |
| Satd. Flow (RTOR)          |    |    |    |    |    |     |     |
| Link Speed (mph)           |    |    |    |    |    |     |     |
| Link Distance (ft)         |    |    |    |    |    |     |     |
| Travel Time (s)            |    |    |    |    |    |     |     |
| Peak Hour Factor           |    |    |    |    |    |     |     |
| Heavy Vehicles (%)         |    |    |    |    |    |     |     |
| Adj. Flow (vph)            |    |    |    |    |    |     |     |
| Shared Lane Traffic (%)    |    |    |    |    |    |     |     |
| Lane Group Flow (vph)      |    |    |    |    |    |     |     |
| Enter Blocked Intersection |    |    |    |    |    |     |     |
| Lane Alignment             |    |    |    |    |    |     |     |
| Median Width(ft)           |    |    |    |    |    |     |     |
| Link Offset(ft)            |    |    |    |    |    |     |     |
| Crosswalk Width(ft)        |    |    |    |    |    |     |     |
| Two way Left Turn Lane     |    |    |    |    |    |     |     |
| Headway Factor             |    |    |    |    |    |     |     |
| Turning Speed (mph)        |    |    |    |    |    |     |     |
| Number of Detectors        |    |    |    |    |    |     |     |
| Detector Template          |    |    |    |    |    |     |     |
| Leading Detector (ft)      |    |    |    |    |    |     |     |
| Trailing Detector (ft)     |    |    |    |    |    |     |     |
| Detector 1 Position(ft)    |    |    |    |    |    |     |     |
| Detector 1 Size(ft)        |    |    |    |    |    |     |     |
| Detector 1 Type            |    |    |    |    |    |     |     |
| Detector 1 Channel         |    |    |    |    |    |     |     |
| Detector 1 Extend (s)      |    |    |    |    |    |     |     |
| Detector 1 Queue (s)       |    |    |    |    |    |     |     |
| Detector 1 Delay (s)       |    |    |    |    |    |     |     |
| Detector 2 Position(ft)    |    |    |    |    |    |     |     |
| Detector 2 Size(ft)        |    |    |    |    |    |     |     |
| Detector 2 Type            |    |    |    |    |    |     |     |
| Detector 2 Channel         |    |    |    |    |    |     |     |
| Detector 2 Extend (s)      |    |    |    |    |    |     |     |
| Turn Type                  |    |    |    |    |    |     |     |

#### 4: E Main Street & US Route 6 Lanes, Volumes, Timings

With Action

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Protected Phases        | 2 11!                                                                             | 10                                                                                |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                    | 4!                                                                                  |                                                                                     |                                                                                     |                                                                                     | 2 3 4                                                                               |
| Permitted Phases        |                                                                                   |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 4!                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector Phase          | 2 11                                                                              | 10                                                                                |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                   | 4                                                                                  | 4                                                                                   |                                                                                     |                                                                                     |                                                                                     | 2 3 4                                                                               |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   | 3.0                                                                                | 3.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Split (s)       |                                                                                   | 10.0                                                                              |                                                                                   | 10.0                                                                              | 10.0                                                                              |                                                                                   | 8.0                                                                                | 8.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Total Split (s)         |                                                                                   | 71.0                                                                              |                                                                                   | 44.0                                                                              | 44.0                                                                              |                                                                                   | 9.0                                                                                | 9.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Total Split (%)         |                                                                                   | 78.9%                                                                             |                                                                                   | 48.9%                                                                             | 48.9%                                                                             |                                                                                   | 10.0%                                                                              | 10.0%                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Maximum Green (s)       |                                                                                   | 66.0                                                                              |                                                                                   | 39.0                                                                              | 39.0                                                                              |                                                                                   | 4.0                                                                                | 4.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Yellow Time (s)         |                                                                                   | 4.0                                                                               |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                                | 4.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| All-Red Time (s)        |                                                                                   | 1.0                                                                               |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                                | 1.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lost Time Adjust (s)    |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Total Lost Time (s)     |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead/Lag                |                                                                                   |                                                                                   |                                                                                   | Lead                                                                              | Lead                                                                              |                                                                                   | Lag                                                                                | Lag                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?      |                                                                                   |                                                                                   |                                                                                   | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                | Yes                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Vehicle Extension (s)   |                                                                                   | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                | 3.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Recall Mode             |                                                                                   | Max                                                                               |                                                                                   | C-Min                                                                             | C-Min                                                                             |                                                                                   | None                                                                               | None                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Act Effct Green (s)     | 43.8                                                                              | 66.2                                                                              |                                                                                   | 39.2                                                                              | 39.2                                                                              |                                                                                   |                                                                                    | 5.8                                                                                 |                                                                                     |                                                                                     |                                                                                     | 43.8                                                                                |
| Actuated g/C Ratio      | 0.49                                                                              | 0.74                                                                              |                                                                                   | 0.44                                                                              | 0.44                                                                              |                                                                                   |                                                                                    | 0.06                                                                                |                                                                                     |                                                                                     |                                                                                     | 0.49                                                                                |
| v/c Ratio               | 0.71                                                                              | 0.64                                                                              |                                                                                   | 0.06                                                                              | 0.98                                                                              |                                                                                   |                                                                                    | 0.22                                                                                |                                                                                     |                                                                                     |                                                                                     | 0.51                                                                                |
| Control Delay           | 22.1                                                                              | 5.9                                                                               |                                                                                   | 17.4                                                                              | 45.5                                                                              |                                                                                   |                                                                                    | 1.8                                                                                 |                                                                                     |                                                                                     |                                                                                     | 7.7                                                                                 |
| Queue Delay             | 0.3                                                                               | 0.2                                                                               |                                                                                   | 0.0                                                                               | 1.8                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 8.5                                                                                 |
| Total Delay             | 22.4                                                                              | 6.1                                                                               |                                                                                   | 17.4                                                                              | 47.4                                                                              |                                                                                   |                                                                                    | 1.8                                                                                 |                                                                                     |                                                                                     |                                                                                     | 16.2                                                                                |
| LOS                     | C                                                                                 | A                                                                                 |                                                                                   | B                                                                                 | D                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     |                                                                                     | B                                                                                   |
| Approach Delay          |                                                                                   | 10.6                                                                              |                                                                                   |                                                                                   | 47.3                                                                              |                                                                                   |                                                                                    | 1.8                                                                                 |                                                                                     |                                                                                     | 16.2                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Queue Length 50th (ft)  | 289                                                                               | 126                                                                               |                                                                                   | 2                                                                                 | 416                                                                               |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     | 13                                                                                  |
| Queue Length 95th (ft)  | m383                                                                              | 202                                                                               |                                                                                   | 9                                                                                 | #586                                                                              |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     | 169                                                                                 |
| Internal Link Dist (ft) |                                                                                   | 657                                                                               |                                                                                   |                                                                                   | 795                                                                               |                                                                                   |                                                                                    | 142                                                                                 |                                                                                     |                                                                                     | 74                                                                                  |                                                                                     |
| Turn Bay Length (ft)    | 150                                                                               |                                                                                   |                                                                                   | 140                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Base Capacity (vph)     | 928                                                                               | 2623                                                                              |                                                                                   | 81                                                                                | 1483                                                                              |                                                                                   |                                                                                    | 292                                                                                 |                                                                                     |                                                                                     |                                                                                     | 811                                                                                 |
| Starvation Cap Reductn  | 0                                                                                 | 230                                                                               |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     | 353                                                                                 |
| Spillback Cap Reductn   | 37                                                                                | 0                                                                                 |                                                                                   | 0                                                                                 | 15                                                                                |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |
| Reduced v/c Ratio       | 0.74                                                                              | 0.71                                                                              |                                                                                   | 0.06                                                                              | 0.99                                                                              |                                                                                   |                                                                                    | 0.22                                                                                |                                                                                     |                                                                                     |                                                                                     | 0.90                                                                                |

#### Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 19 (21%), Referenced to phase 1:WBTL and 5:, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 23.5

Intersection LOS: C

Intersection Capacity Utilization 86.0%

ICU Level of Service E

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

#### 4: E Main Street & US Route 6 Lanes, Volumes, Timings

With Action

| Lane Group              | Ø2   | Ø3   | Ø5    | Ø6   | Ø7   | Ø11  | Ø12  |
|-------------------------|------|------|-------|------|------|------|------|
| Protected Phases        | 2    | 3    | 5     | 6    | 7    | 11   | 12   |
| Permitted Phases        |      |      |       |      |      |      |      |
| Detector Phase          |      |      |       |      |      |      |      |
| Switch Phase            |      |      |       |      |      |      |      |
| Minimum Initial (s)     | 5.0  | 5.0  | 5.0   | 5.0  | 5.0  | 4.0  | 3.0  |
| Minimum Split (s)       | 7.0  | 7.0  | 10.0  | 10.0 | 10.0 | 9.0  | 8.0  |
| Total Split (s)         | 27.0 | 10.0 | 37.0  | 34.0 | 19.0 | 10.0 | 9.0  |
| Total Split (%)         | 30%  | 11%  | 41%   | 38%  | 21%  | 11%  | 10%  |
| Maximum Green (s)       | 25.0 | 8.0  | 32.0  | 29.0 | 14.0 | 6.0  | 4.0  |
| Yellow Time (s)         | 2.0  | 2.0  | 4.0   | 4.0  | 4.0  | 3.0  | 4.0  |
| All-Red Time (s)        | 0.0  | 0.0  | 1.0   | 1.0  | 1.0  | 1.0  | 1.0  |
| Lost Time Adjust (s)    |      |      |       |      |      |      |      |
| Total Lost Time (s)     |      |      |       |      |      |      |      |
| Lead/Lag                | Lag  | Lead | Lead  | Lag  |      | Lead | Lag  |
| Lead-Lag Optimize?      | Yes  | Yes  | Yes   | Yes  |      | Yes  | Yes  |
| Vehicle Extension (s)   | 3.0  | 3.0  | 3.0   | 3.0  | 3.0  | 3.0  | 3.0  |
| Recall Mode             | Max  | Min  | C-Max | Min  | Min  | Min  | None |
| Act Effect Green (s)    |      |      |       |      |      |      |      |
| Actuated g/C Ratio      |      |      |       |      |      |      |      |
| v/c Ratio               |      |      |       |      |      |      |      |
| Control Delay           |      |      |       |      |      |      |      |
| Queue Delay             |      |      |       |      |      |      |      |
| Total Delay             |      |      |       |      |      |      |      |
| LOS                     |      |      |       |      |      |      |      |
| Approach Delay          |      |      |       |      |      |      |      |
| Approach LOS            |      |      |       |      |      |      |      |
| Queue Length 50th (ft)  |      |      |       |      |      |      |      |
| Queue Length 95th (ft)  |      |      |       |      |      |      |      |
| Internal Link Dist (ft) |      |      |       |      |      |      |      |
| Turn Bay Length (ft)    |      |      |       |      |      |      |      |
| Base Capacity (vph)     |      |      |       |      |      |      |      |
| Starvation Cap Reductn  |      |      |       |      |      |      |      |
| Spillback Cap Reductn   |      |      |       |      |      |      |      |
| Storage Cap Reductn     |      |      |       |      |      |      |      |
| Reduced v/c Ratio       |      |      |       |      |      |      |      |
| Intersection Summary    |      |      |       |      |      |      |      |



## 4: E Main Street & US Route 6

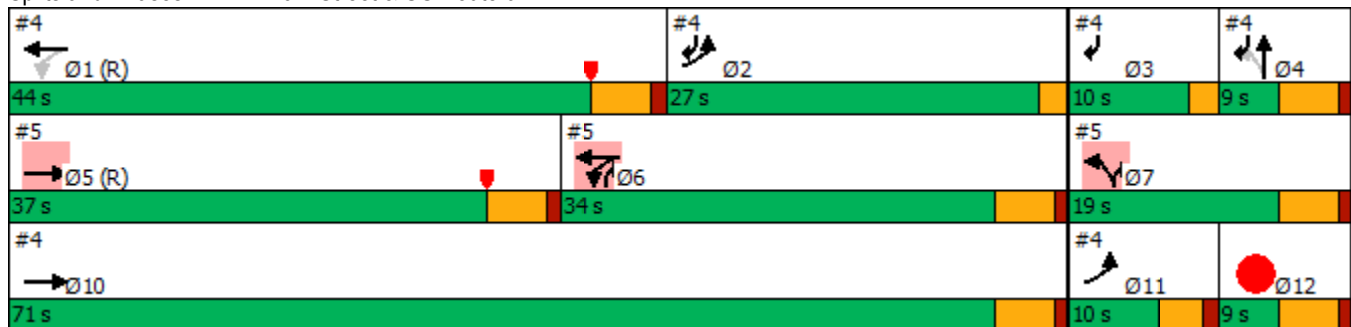
### Lanes, Volumes, Timings

With Action

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

! Phase conflict between lane groups.

Splits and Phases: 4: E Main Street & US Route 6



# 5: E Main Street & Old Rt 6 Lanes, Volumes, Timings

With Action

|                            | <div> <div>→</div> <div>↘</div> <div>↙</div> <div>←</div> <div>↖</div> <div>↗</div> </div> |       |       |       |       |       | Ø1 | Ø2 | Ø3 | Ø4 | Ø10 | Ø11 |
|----------------------------|--------------------------------------------------------------------------------------------|-------|-------|-------|-------|-------|----|----|----|----|-----|-----|
| Lane Group                 | EBT                                                                                        | EBR   | WBL   | WBT   | NBL   | NBR   |    |    |    |    |     |     |
| Lane Configurations        | ↰                                                                                          |       |       | ↱     | ↱     | ↱     |    |    |    |    |     |     |
| Traffic Volume (vph)       | 11                                                                                         | 54    | 323   | 7     | 71    | 566   |    |    |    |    |     |     |
| Future Volume (vph)        | 11                                                                                         | 54    | 323   | 7     | 71    | 566   |    |    |    |    |     |     |
| Ideal Flow (vphpl)         | 1900                                                                                       | 1900  | 1900  | 1900  | 1900  | 1900  |    |    |    |    |     |     |
| Lane Width (ft)            | 10                                                                                         | 10    | 10    | 10    | 12    | 12    |    |    |    |    |     |     |
| Lane Util. Factor          | 1.00                                                                                       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |    |    |    |    |     |     |
| Frt                        | 0.888                                                                                      |       |       |       |       | 0.850 |    |    |    |    |     |     |
| Flt Protected              |                                                                                            |       |       | 0.953 | 0.950 |       |    |    |    |    |     |     |
| Satd. Flow (prot)          | 1492                                                                                       | 0     | 0     | 1626  | 1444  | 1583  |    |    |    |    |     |     |
| Flt Permitted              |                                                                                            |       |       | 0.953 | 0.950 |       |    |    |    |    |     |     |
| Satd. Flow (perm)          | 1492                                                                                       | 0     | 0     | 1626  | 1444  | 1583  |    |    |    |    |     |     |
| Right Turn on Red          |                                                                                            | Yes   |       |       |       | Yes   |    |    |    |    |     |     |
| Satd. Flow (RTOR)          | 123                                                                                        |       |       |       |       | 615   |    |    |    |    |     |     |
| Link Speed (mph)           | 30                                                                                         |       |       | 30    | 30    |       |    |    |    |    |     |     |
| Link Distance (ft)         | 677                                                                                        |       |       | 840   | 154   |       |    |    |    |    |     |     |
| Travel Time (s)            | 15.4                                                                                       |       |       | 19.1  | 3.5   |       |    |    |    |    |     |     |
| Peak Hour Factor           | 0.44                                                                                       | 0.44  | 0.94  | 0.94  | 0.92  | 0.92  |    |    |    |    |     |     |
| Heavy Vehicles (%)         | 33%                                                                                        | 0%    | 4%    | 0%    | 25%   | 2%    |    |    |    |    |     |     |
| Adj. Flow (vph)            | 25                                                                                         | 123   | 344   | 7     | 77    | 615   |    |    |    |    |     |     |
| Shared Lane Traffic (%)    |                                                                                            |       |       |       |       |       |    |    |    |    |     |     |
| Lane Group Flow (vph)      | 148                                                                                        | 0     | 0     | 351   | 77    | 615   |    |    |    |    |     |     |
| Enter Blocked Intersection | No                                                                                         | No    | No    | No    | No    | No    |    |    |    |    |     |     |
| Lane Alignment             | Left                                                                                       | Right | Left  | Left  | Left  | Right |    |    |    |    |     |     |
| Median Width(ft)           | 0                                                                                          |       |       | 0     | 12    |       |    |    |    |    |     |     |
| Link Offset(ft)            | 0                                                                                          |       |       | 0     | 0     |       |    |    |    |    |     |     |
| Crosswalk Width(ft)        | 16                                                                                         |       |       | 16    | 16    |       |    |    |    |    |     |     |
| Two way Left Turn Lane     |                                                                                            |       |       |       |       |       |    |    |    |    |     |     |
| Headway Factor             | 1.09                                                                                       | 1.09  | 1.09  | 1.09  | 1.00  | 1.00  |    |    |    |    |     |     |
| Turning Speed (mph)        |                                                                                            | 9     | 15    |       | 15    | 9     |    |    |    |    |     |     |
| Number of Detectors        | 2                                                                                          |       | 1     | 2     | 1     | 1     |    |    |    |    |     |     |
| Detector Template          | Thru                                                                                       |       | Left  | Thru  | Left  | Right |    |    |    |    |     |     |
| Leading Detector (ft)      | 100                                                                                        |       | 20    | 100   | 20    | 20    |    |    |    |    |     |     |
| Trailing Detector (ft)     | 0                                                                                          |       | 0     | 0     | 0     | 0     |    |    |    |    |     |     |
| Detector 1 Position(ft)    | 0                                                                                          |       | 0     | 0     | 0     | 0     |    |    |    |    |     |     |
| Detector 1 Size(ft)        | 6                                                                                          |       | 20    | 6     | 20    | 20    |    |    |    |    |     |     |
| Detector 1 Type            | Cl+Ex                                                                                      |       | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |    |    |    |    |     |     |
| Detector 1 Channel         |                                                                                            |       |       |       |       |       |    |    |    |    |     |     |
| Detector 1 Extend (s)      | 0.0                                                                                        |       | 0.0   | 0.0   | 0.0   | 0.0   |    |    |    |    |     |     |
| Detector 1 Queue (s)       | 0.0                                                                                        |       | 0.0   | 0.0   | 0.0   | 0.0   |    |    |    |    |     |     |
| Detector 1 Delay (s)       | 0.0                                                                                        |       | 0.0   | 0.0   | 0.0   | 0.0   |    |    |    |    |     |     |
| Detector 2 Position(ft)    | 94                                                                                         |       |       | 94    |       |       |    |    |    |    |     |     |
| Detector 2 Size(ft)        | 6                                                                                          |       |       | 6     |       |       |    |    |    |    |     |     |
| Detector 2 Type            | Cl+Ex                                                                                      |       |       | Cl+Ex |       |       |    |    |    |    |     |     |
| Detector 2 Channel         |                                                                                            |       |       |       |       |       |    |    |    |    |     |     |
| Detector 2 Extend (s)      | 0.0                                                                                        |       |       | 0.0   |       |       |    |    |    |    |     |     |
| Turn Type                  | NA                                                                                         |       | Split | NA    | Prot  | pt+ov |    |    |    |    |     |     |
| Protected Phases           | 5                                                                                          |       | 6     | 6     | 7     | 7 6   | 1  | 2  | 3  | 4  | 10  | 11  |
| Permitted Phases           |                                                                                            |       |       |       |       |       |    |    |    |    |     |     |
| Detector Phase             | 5                                                                                          |       | 6     | 6     | 7     | 7 6   |    |    |    |    |     |     |

## 5: E Main Street & Old Rt 6

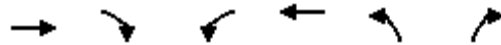
### Lanes, Volumes, Timings

With Action

|                            |     |
|----------------------------|-----|
| Lane Group                 | Ø12 |
| Lane Configurations        |     |
| Traffic Volume (vph)       |     |
| Future Volume (vph)        |     |
| Ideal Flow (vphpl)         |     |
| Lane Width (ft)            |     |
| Lane Util. Factor          |     |
| Frt                        |     |
| Flt Protected              |     |
| Satd. Flow (prot)          |     |
| Flt Permitted              |     |
| Satd. Flow (perm)          |     |
| Right Turn on Red          |     |
| Satd. Flow (RTOR)          |     |
| Link Speed (mph)           |     |
| Link Distance (ft)         |     |
| Travel Time (s)            |     |
| Peak Hour Factor           |     |
| Heavy Vehicles (%)         |     |
| Adj. Flow (vph)            |     |
| Shared Lane Traffic (%)    |     |
| Lane Group Flow (vph)      |     |
| Enter Blocked Intersection |     |
| Lane Alignment             |     |
| Median Width(ft)           |     |
| Link Offset(ft)            |     |
| Crosswalk Width(ft)        |     |
| Two way Left Turn Lane     |     |
| Headway Factor             |     |
| Turning Speed (mph)        |     |
| Number of Detectors        |     |
| Detector Template          |     |
| Leading Detector (ft)      |     |
| Trailing Detector (ft)     |     |
| Detector 1 Position(ft)    |     |
| Detector 1 Size(ft)        |     |
| Detector 1 Type            |     |
| Detector 1 Channel         |     |
| Detector 1 Extend (s)      |     |
| Detector 1 Queue (s)       |     |
| Detector 1 Delay (s)       |     |
| Detector 2 Position(ft)    |     |
| Detector 2 Size(ft)        |     |
| Detector 2 Type            |     |
| Detector 2 Channel         |     |
| Detector 2 Extend (s)      |     |
| Turn Type                  |     |
| Protected Phases           | 12  |
| Permitted Phases           |     |
| Detector Phase             |     |

# 5: E Main Street & Old Rt 6 Lanes, Volumes, Timings

With Action



| Lane Group              | EBT   | EBR | WBL   | WBT   | NBL   | NBR  | Ø1    | Ø2   | Ø3   | Ø4   | Ø10  | Ø11  |
|-------------------------|-------|-----|-------|-------|-------|------|-------|------|------|------|------|------|
| Switch Phase            |       |     |       |       |       |      |       |      |      |      |      |      |
| Minimum Initial (s)     | 5.0   |     | 5.0   | 5.0   | 5.0   |      | 5.0   | 5.0  | 5.0  | 3.0  | 5.0  | 4.0  |
| Minimum Split (s)       | 10.0  |     | 10.0  | 10.0  | 10.0  |      | 10.0  | 7.0  | 7.0  | 8.0  | 10.0 | 9.0  |
| Total Split (s)         | 37.0  |     | 34.0  | 34.0  | 19.0  |      | 44.0  | 27.0 | 10.0 | 9.0  | 71.0 | 10.0 |
| Total Split (%)         | 41.1% |     | 37.8% | 37.8% | 21.1% |      | 49%   | 30%  | 11%  | 10%  | 79%  | 11%  |
| Maximum Green (s)       | 32.0  |     | 29.0  | 29.0  | 14.0  |      | 39.0  | 25.0 | 8.0  | 4.0  | 66.0 | 6.0  |
| Yellow Time (s)         | 4.0   |     | 4.0   | 4.0   | 4.0   |      | 4.0   | 2.0  | 2.0  | 4.0  | 4.0  | 3.0  |
| All-Red Time (s)        | 1.0   |     | 1.0   | 1.0   | 1.0   |      | 1.0   | 0.0  | 0.0  | 1.0  | 1.0  | 1.0  |
| Lost Time Adjust (s)    | 0.0   |     |       | 0.0   | 0.0   |      |       |      |      |      |      |      |
| Total Lost Time (s)     | 5.0   |     |       | 5.0   | 5.0   |      |       |      |      |      |      |      |
| Lead/Lag                | Lead  |     | Lag   | Lag   |       |      | Lead  | Lag  | Lead | Lag  |      | Lead |
| Lead-Lag Optimize?      | Yes   |     | Yes   | Yes   |       |      | Yes   | 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  | 3.0  |
| Recall Mode             | C-Max |     | Min   | Min   | Min   |      | C-Min | Max  | Min  | None | Max  | Min  |
| Act Effect Green (s)    | 32.2  |     |       | 29.0  | 13.8  | 47.8 |       |      |      |      |      |      |
| Actuated g/C Ratio      | 0.36  |     |       | 0.32  | 0.15  | 0.53 |       |      |      |      |      |      |
| v/c Ratio               | 0.24  |     |       | 0.67  | 0.35  | 0.54 |       |      |      |      |      |      |
| Control Delay           | 6.7   |     |       | 33.9  | 18.7  | 2.6  |       |      |      |      |      |      |
| Queue Delay             | 0.0   |     |       | 2.7   | 11.5  | 1.6  |       |      |      |      |      |      |
| Total Delay             | 6.7   |     |       | 36.6  | 30.2  | 4.2  |       |      |      |      |      |      |
| LOS                     | A     |     |       | D     | C     | A    |       |      |      |      |      |      |
| Approach Delay          | 6.7   |     |       | 36.6  | 7.1   |      |       |      |      |      |      |      |
| Approach LOS            | A     |     |       | D     | A     |      |       |      |      |      |      |      |
| Queue Length 50th (ft)  | 9     |     |       | 171   | 34    | 19   |       |      |      |      |      |      |
| Queue Length 95th (ft)  | 0     |     |       | 269   | m42   | m27  |       |      |      |      |      |      |
| Internal Link Dist (ft) | 597   |     |       | 760   | 74    |      |       |      |      |      |      |      |
| Turn Bay Length (ft)    |       |     |       |       |       |      |       |      |      |      |      |      |
| Base Capacity (vph)     | 611   |     |       | 523   | 224   | 1131 |       |      |      |      |      |      |
| Starvation Cap Reductn  | 0     |     |       | 0     | 119   | 326  |       |      |      |      |      |      |
| Spillback Cap Reductn   | 5     |     |       | 86    | 0     | 0    |       |      |      |      |      |      |
| Storage Cap Reductn     | 0     |     |       | 0     | 0     | 0    |       |      |      |      |      |      |
| Reduced v/c Ratio       | 0.24  |     |       | 0.80  | 0.73  | 0.76 |       |      |      |      |      |      |

## Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 19 (21%), Referenced to phase 1:WBTL and 5:, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 15.7

Intersection LOS: B

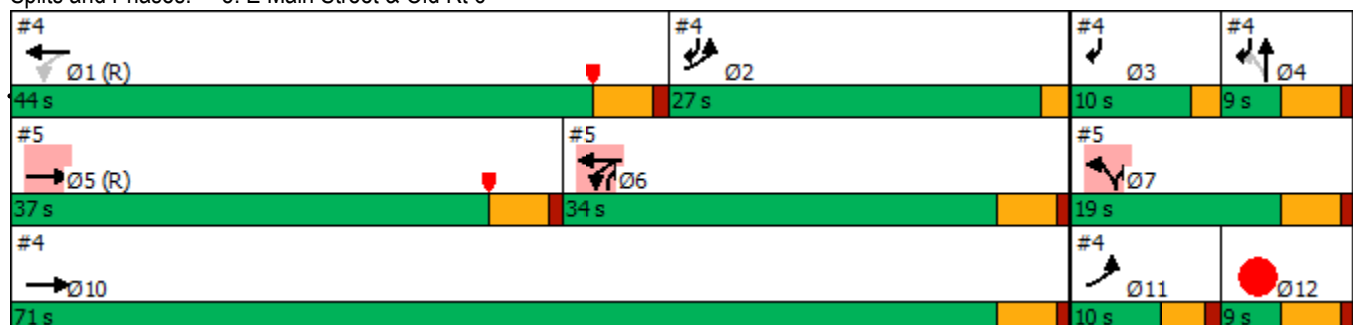
Intersection Capacity Utilization 47.5%

ICU Level of Service A

Analysis Period (min) 15

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

Splits and Phases: 5: E Main Street & Old Rt 6



## 5: E Main Street & Old Rt 6

### Lanes, Volumes, Timings

With Action

|                         |      |
|-------------------------|------|
| Lane Group              | Ø12  |
| Switch Phase            |      |
| Minimum Initial (s)     | 3.0  |
| Minimum Split (s)       | 8.0  |
| Total Split (s)         | 9.0  |
| Total Split (%)         | 10%  |
| Maximum Green (s)       | 4.0  |
| Yellow Time (s)         | 4.0  |
| All-Red Time (s)        | 1.0  |
| Lost Time Adjust (s)    |      |
| Total Lost Time (s)     |      |
| Lead/Lag                | Lag  |
| Lead-Lag Optimize?      | Yes  |
| Vehicle Extension (s)   | 3.0  |
| Recall Mode             | None |
| Act Effect Green (s)    |      |
| Actuated g/C Ratio      |      |
| v/c Ratio               |      |
| Control Delay           |      |
| Queue Delay             |      |
| Total Delay             |      |
| LOS                     |      |
| Approach Delay          |      |
| Approach LOS            |      |
| Queue Length 50th (ft)  |      |
| Queue Length 95th (ft)  |      |
| Internal Link Dist (ft) |      |
| Turn Bay Length (ft)    |      |
| Base Capacity (vph)     |      |
| Starvation Cap Reductn  |      |
| Spillback Cap Reductn   |      |
| Storage Cap Reductn     |      |
| Reduced v/c Ratio       |      |
| Intersection Summary    |      |

#### 4: E Main Street & US Route 6

#### Lanes, Volumes, Timings

With Action

|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations        |  |  |                                                                                   |  |  |                                                                                   |                                                                                     |  |                                                                                     |                                                                                     |                                                                                     |  |
| Traffic Volume (vph)       | 414                                                                               | 1408                                                                              | 12                                                                                | 4                                                                                 | 1429                                                                              | 5                                                                                 | 12                                                                                  | 0                                                                                   | 4                                                                                   | 0                                                                                   | 0                                                                                   | 406                                                                                 |
| Future Volume (vph)        | 414                                                                               | 1408                                                                              | 12                                                                                | 4                                                                                 | 1429                                                                              | 5                                                                                 | 12                                                                                  | 0                                                                                   | 4                                                                                   | 0                                                                                   | 0                                                                                   | 406                                                                                 |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Lane Width (ft)            | 14                                                                                | 12                                                                                | 12                                                                                | 11                                                                                | 11                                                                                | 11                                                                                | 12                                                                                  | 12                                                                                  | 12                                                                                  | 12                                                                                  | 12                                                                                  | 12                                                                                  |
| Storage Length (ft)        | 150                                                                               |                                                                                   | 0                                                                                 | 140                                                                               |                                                                                   | 0                                                                                 | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   |
| Storage Lanes              | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)          | 130                                                                               |                                                                                   |                                                                                   | 140                                                                               |                                                                                   |                                                                                   | 25                                                                                  |                                                                                     |                                                                                     | 25                                                                                  |                                                                                     |                                                                                     |
| Lane Util. Factor          | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Frt                        |                                                                                   | 0.999                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     | 0.968                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.865                                                                               |
| Flt Protected              | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                     | 0.963                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (prot)          | 1906                                                                              | 3571                                                                              | 0                                                                                 | 1745                                                                              | 3455                                                                              | 0                                                                                 | 0                                                                                   | 1771                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1644                                                                                |
| Flt Permitted              | 0.950                                                                             |                                                                                   |                                                                                   | 0.119                                                                             |                                                                                   |                                                                                   |                                                                                     | 0.963                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Satd. Flow (perm)          | 1906                                                                              | 3571                                                                              | 0                                                                                 | 219                                                                               | 3455                                                                              | 0                                                                                 | 0                                                                                   | 1771                                                                                | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1644                                                                                |
| Right Turn on Red          |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Satd. Flow (RTOR)          |                                                                                   | 3                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     | 194                                                                                 |                                                                                     |                                                                                     |                                                                                     | 85                                                                                  |
| Link Speed (mph)           |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                     | 30                                                                                  |                                                                                     |                                                                                     |                                                                                     | 30                                                                                  |
| Link Distance (ft)         |                                                                                   | 737                                                                               |                                                                                   |                                                                                   | 875                                                                               |                                                                                   |                                                                                     | 222                                                                                 |                                                                                     |                                                                                     |                                                                                     | 154                                                                                 |
| Travel Time (s)            |                                                                                   | 16.8                                                                              |                                                                                   |                                                                                   | 19.9                                                                              |                                                                                   |                                                                                     | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 3.5                                                                                 |
| Peak Hour Factor           | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.75                                                                                | 0.75                                                                                | 0.75                                                                                | 0.87                                                                                | 0.87                                                                                | 0.87                                                                                |
| Heavy Vehicles (%)         | 1%                                                                                | 1%                                                                                | 0%                                                                                | 0%                                                                                | 1%                                                                                | 0%                                                                                | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  | 0%                                                                                  |
| Adj. Flow (vph)            | 431                                                                               | 1467                                                                              | 13                                                                                | 4                                                                                 | 1553                                                                              | 5                                                                                 | 16                                                                                  | 0                                                                                   | 5                                                                                   | 0                                                                                   | 0                                                                                   | 467                                                                                 |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)      | 431                                                                               | 1480                                                                              | 0                                                                                 | 4                                                                                 | 1558                                                                              | 0                                                                                 | 0                                                                                   | 21                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 467                                                                                 |
| Enter Blocked Intersection | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  | No                                                                                  |
| Lane Alignment             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                              | Left                                                                              | Right                                                                             | Left                                                                                | Left                                                                                | Right                                                                               | Left                                                                                | Left                                                                                | Right                                                                               |
| Median Width(ft)           |                                                                                   | 14                                                                                |                                                                                   |                                                                                   | 14                                                                                |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |
| Link Offset(ft)            |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |
| Crosswalk Width(ft)        |                                                                                   | 30                                                                                |                                                                                   |                                                                                   | 30                                                                                |                                                                                   |                                                                                     | 16                                                                                  |                                                                                     |                                                                                     |                                                                                     | 26                                                                                  |
| Two way Left Turn Lane     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Headway Factor             | 0.92                                                                              | 1.00                                                                              | 1.00                                                                              | 1.04                                                                              | 1.04                                                                              | 1.04                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Turning Speed (mph)        | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                |                                                                                   | 9                                                                                 | 15                                                                                  |                                                                                     | 9                                                                                   | 15                                                                                  |                                                                                     | 9                                                                                   |
| Number of Detectors        | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                   | 2                                                                                   |                                                                                     |                                                                                     |                                                                                     | 1                                                                                   |
| Detector Template          | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                              | Thru                                                                              |                                                                                   | Left                                                                                | Thru                                                                                |                                                                                     |                                                                                     |                                                                                     | Right                                                                               |
| Leading Detector (ft)      | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                | 100                                                                               |                                                                                   | 20                                                                                  | 100                                                                                 |                                                                                     |                                                                                     |                                                                                     | 20                                                                                  |
| Trailing Detector (ft)     | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |
| Detector 1 Position(ft)    | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |
| Detector 1 Size(ft)        | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                | 6                                                                                 |                                                                                   | 20                                                                                  | 6                                                                                   |                                                                                     |                                                                                     |                                                                                     | 20                                                                                  |
| Detector 1 Type            | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                             | Cl+Ex                                                                             |                                                                                   | Cl+Ex                                                                               | Cl+Ex                                                                               |                                                                                     |                                                                                     |                                                                                     | Cl+Ex                                                                               |
| Detector 1 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 1 Extend (s)      | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 0.0                                                                                 |
| Detector 1 Queue (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 0.0                                                                                 |
| Detector 1 Delay (s)       | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 0.0                                                                                 |
| Detector 2 Position(ft)    |                                                                                   | 94                                                                                |                                                                                   |                                                                                   | 94                                                                                |                                                                                   |                                                                                     | 94                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Size(ft)        |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Type            |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                   | Cl+Ex                                                                             |                                                                                   |                                                                                     | Cl+Ex                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Channel         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector 2 Extend (s)      |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Turn Type                  | Prot                                                                              | NA                                                                                |                                                                                   | Perm                                                                              | NA                                                                                |                                                                                   | Perm                                                                                | NA                                                                                  |                                                                                     |                                                                                     |                                                                                     | custom                                                                              |

#### 4: E Main Street & US Route 6 Lanes, Volumes, Timings

With Action

| Lane Group                 | Ø2 | Ø3 | Ø5 | Ø6 | Ø7 | Ø11 | Ø12 |
|----------------------------|----|----|----|----|----|-----|-----|
| Lane Configurations        |    |    |    |    |    |     |     |
| Traffic Volume (vph)       |    |    |    |    |    |     |     |
| Future Volume (vph)        |    |    |    |    |    |     |     |
| Ideal Flow (vphpl)         |    |    |    |    |    |     |     |
| Lane Width (ft)            |    |    |    |    |    |     |     |
| Storage Length (ft)        |    |    |    |    |    |     |     |
| Storage Lanes              |    |    |    |    |    |     |     |
| Taper Length (ft)          |    |    |    |    |    |     |     |
| Lane Util. Factor          |    |    |    |    |    |     |     |
| Frt                        |    |    |    |    |    |     |     |
| Flt Protected              |    |    |    |    |    |     |     |
| Satd. Flow (prot)          |    |    |    |    |    |     |     |
| Flt Permitted              |    |    |    |    |    |     |     |
| Satd. Flow (perm)          |    |    |    |    |    |     |     |
| Right Turn on Red          |    |    |    |    |    |     |     |
| Satd. Flow (RTOR)          |    |    |    |    |    |     |     |
| Link Speed (mph)           |    |    |    |    |    |     |     |
| Link Distance (ft)         |    |    |    |    |    |     |     |
| Travel Time (s)            |    |    |    |    |    |     |     |
| Peak Hour Factor           |    |    |    |    |    |     |     |
| Heavy Vehicles (%)         |    |    |    |    |    |     |     |
| Adj. Flow (vph)            |    |    |    |    |    |     |     |
| Shared Lane Traffic (%)    |    |    |    |    |    |     |     |
| Lane Group Flow (vph)      |    |    |    |    |    |     |     |
| Enter Blocked Intersection |    |    |    |    |    |     |     |
| Lane Alignment             |    |    |    |    |    |     |     |
| Median Width(ft)           |    |    |    |    |    |     |     |
| Link Offset(ft)            |    |    |    |    |    |     |     |
| Crosswalk Width(ft)        |    |    |    |    |    |     |     |
| Two way Left Turn Lane     |    |    |    |    |    |     |     |
| Headway Factor             |    |    |    |    |    |     |     |
| Turning Speed (mph)        |    |    |    |    |    |     |     |
| Number of Detectors        |    |    |    |    |    |     |     |
| Detector Template          |    |    |    |    |    |     |     |
| Leading Detector (ft)      |    |    |    |    |    |     |     |
| Trailing Detector (ft)     |    |    |    |    |    |     |     |
| Detector 1 Position(ft)    |    |    |    |    |    |     |     |
| Detector 1 Size(ft)        |    |    |    |    |    |     |     |
| Detector 1 Type            |    |    |    |    |    |     |     |
| Detector 1 Channel         |    |    |    |    |    |     |     |
| Detector 1 Extend (s)      |    |    |    |    |    |     |     |
| Detector 1 Queue (s)       |    |    |    |    |    |     |     |
| Detector 1 Delay (s)       |    |    |    |    |    |     |     |
| Detector 2 Position(ft)    |    |    |    |    |    |     |     |
| Detector 2 Size(ft)        |    |    |    |    |    |     |     |
| Detector 2 Type            |    |    |    |    |    |     |     |
| Detector 2 Channel         |    |    |    |    |    |     |     |
| Detector 2 Extend (s)      |    |    |    |    |    |     |     |
| Turn Type                  |    |    |    |    |    |     |     |

#### 4: E Main Street & US Route 6 Lanes, Volumes, Timings

With Action

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Protected Phases        | 2 11!                                                                             | 10                                                                                |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                    | 4!                                                                                  |                                                                                     |                                                                                     |                                                                                     | 2 3 4                                                                               |
| Permitted Phases        |                                                                                   |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 4!                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector Phase          | 2 11                                                                              | 10                                                                                |                                                                                   | 1                                                                                 | 1                                                                                 |                                                                                   | 4                                                                                  | 4                                                                                   |                                                                                     |                                                                                     |                                                                                     | 2 3 4                                                                               |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   | 3.0                                                                                | 3.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Split (s)       |                                                                                   | 10.0                                                                              |                                                                                   | 10.0                                                                              | 10.0                                                                              |                                                                                   | 8.0                                                                                | 8.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Total Split (s)         |                                                                                   | 71.0                                                                              |                                                                                   | 45.0                                                                              | 45.0                                                                              |                                                                                   | 9.0                                                                                | 9.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Total Split (%)         |                                                                                   | 78.9%                                                                             |                                                                                   | 50.0%                                                                             | 50.0%                                                                             |                                                                                   | 10.0%                                                                              | 10.0%                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Maximum Green (s)       |                                                                                   | 66.0                                                                              |                                                                                   | 40.0                                                                              | 40.0                                                                              |                                                                                   | 4.0                                                                                | 4.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Yellow Time (s)         |                                                                                   | 4.0                                                                               |                                                                                   | 4.0                                                                               | 4.0                                                                               |                                                                                   | 4.0                                                                                | 4.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| All-Red Time (s)        |                                                                                   | 1.0                                                                               |                                                                                   | 1.0                                                                               | 1.0                                                                               |                                                                                   | 1.0                                                                                | 1.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lost Time Adjust (s)    |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Total Lost Time (s)     |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead/Lag                |                                                                                   |                                                                                   |                                                                                   | Lead                                                                              | Lead                                                                              |                                                                                   | Lag                                                                                | Lag                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?      |                                                                                   |                                                                                   |                                                                                   | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                | Yes                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Vehicle Extension (s)   |                                                                                   | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                | 3.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Recall Mode             |                                                                                   | Max                                                                               |                                                                                   | C-Min                                                                             | C-Min                                                                             |                                                                                   | None                                                                               | None                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Act Effct Green (s)     | 42.9                                                                              | 66.1                                                                              |                                                                                   | 40.1                                                                              | 40.1                                                                              |                                                                                   |                                                                                    | 5.5                                                                                 |                                                                                     |                                                                                     |                                                                                     | 42.9                                                                                |
| Actuated g/C Ratio      | 0.48                                                                              | 0.73                                                                              |                                                                                   | 0.45                                                                              | 0.45                                                                              |                                                                                   |                                                                                    | 0.06                                                                                |                                                                                     |                                                                                     |                                                                                     | 0.48                                                                                |
| v/c Ratio               | 0.47                                                                              | 0.56                                                                              |                                                                                   | 0.04                                                                              | 1.01                                                                              |                                                                                   |                                                                                    | 0.07                                                                                |                                                                                     |                                                                                     |                                                                                     | 0.56                                                                                |
| Control Delay           | 20.0                                                                              | 4.7                                                                               |                                                                                   | 15.8                                                                              | 52.1                                                                              |                                                                                   |                                                                                    | 0.5                                                                                 |                                                                                     |                                                                                     |                                                                                     | 8.1                                                                                 |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     | 29.2                                                                                |
| Total Delay             | 20.0                                                                              | 4.7                                                                               |                                                                                   | 15.8                                                                              | 52.1                                                                              |                                                                                   |                                                                                    | 0.5                                                                                 |                                                                                     |                                                                                     |                                                                                     | 37.3                                                                                |
| LOS                     | B                                                                                 | A                                                                                 |                                                                                   | B                                                                                 | D                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     |                                                                                     | D                                                                                   |
| Approach Delay          |                                                                                   | 8.1                                                                               |                                                                                   |                                                                                   | 52.0                                                                              |                                                                                   |                                                                                    | 0.5                                                                                 |                                                                                     |                                                                                     | 37.3                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Queue Length 50th (ft)  | 171                                                                               | 138                                                                               |                                                                                   | 1                                                                                 | ~469                                                                              |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     | 9                                                                                   |
| Queue Length 95th (ft)  | 290                                                                               | 76                                                                                |                                                                                   | 8                                                                                 | #631                                                                              |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     | m232                                                                                |
| Internal Link Dist (ft) |                                                                                   | 657                                                                               |                                                                                   |                                                                                   | 795                                                                               |                                                                                   |                                                                                    | 142                                                                                 |                                                                                     |                                                                                     | 74                                                                                  |                                                                                     |
| Turn Bay Length (ft)    | 150                                                                               |                                                                                   |                                                                                   | 140                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Base Capacity (vph)     | 908                                                                               | 2624                                                                              |                                                                                   | 97                                                                                | 1540                                                                              |                                                                                   |                                                                                    | 289                                                                                 |                                                                                     |                                                                                     |                                                                                     | 826                                                                                 |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     | 371                                                                                 |
| Spillback Cap Reductn   | 15                                                                                | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                    | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |
| Reduced v/c Ratio       | 0.48                                                                              | 0.56                                                                              |                                                                                   | 0.04                                                                              | 1.01                                                                              |                                                                                   |                                                                                    | 0.07                                                                                |                                                                                     |                                                                                     |                                                                                     | 1.03                                                                                |

#### Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 19 (21%), Referenced to phase 1:WBTL and 5:, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.01

Intersection Signal Delay: 28.8

Intersection LOS: C

Intersection Capacity Utilization 79.8%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.



#### 4: E Main Street & US Route 6 Lanes, Volumes, Timings

With Action

| Lane Group              | Ø2   | Ø3   | Ø5    | Ø6   | Ø7   | Ø11  | Ø12  |
|-------------------------|------|------|-------|------|------|------|------|
| Protected Phases        | 2    | 3    | 5     | 6    | 7    | 11   | 12   |
| Permitted Phases        |      |      |       |      |      |      |      |
| Detector Phase          |      |      |       |      |      |      |      |
| Switch Phase            |      |      |       |      |      |      |      |
| Minimum Initial (s)     | 5.0  | 5.0  | 5.0   | 5.0  | 5.0  | 4.0  | 3.0  |
| Minimum Split (s)       | 7.0  | 7.0  | 10.0  | 10.0 | 10.0 | 9.0  | 8.0  |
| Total Split (s)         | 26.0 | 10.0 | 37.0  | 34.0 | 19.0 | 10.0 | 9.0  |
| Total Split (%)         | 29%  | 11%  | 41%   | 38%  | 21%  | 11%  | 10%  |
| Maximum Green (s)       | 24.0 | 8.0  | 32.0  | 29.0 | 14.0 | 6.0  | 4.0  |
| Yellow Time (s)         | 2.0  | 2.0  | 4.0   | 4.0  | 4.0  | 3.0  | 4.0  |
| All-Red Time (s)        | 0.0  | 0.0  | 1.0   | 1.0  | 1.0  | 1.0  | 1.0  |
| Lost Time Adjust (s)    |      |      |       |      |      |      |      |
| Total Lost Time (s)     |      |      |       |      |      |      |      |
| Lead/Lag                | Lag  | Lead | Lead  | Lag  |      | Lead | Lag  |
| Lead-Lag Optimize?      | Yes  | Yes  | Yes   | Yes  |      | Yes  | Yes  |
| Vehicle Extension (s)   | 3.0  | 3.0  | 3.0   | 3.0  | 3.0  | 3.0  | 3.0  |
| Recall Mode             | Max  | Min  | C-Max | Min  | Min  | Min  | None |
| Act Effect Green (s)    |      |      |       |      |      |      |      |
| Actuated g/C Ratio      |      |      |       |      |      |      |      |
| v/c Ratio               |      |      |       |      |      |      |      |
| Control Delay           |      |      |       |      |      |      |      |
| Queue Delay             |      |      |       |      |      |      |      |
| Total Delay             |      |      |       |      |      |      |      |
| LOS                     |      |      |       |      |      |      |      |
| Approach Delay          |      |      |       |      |      |      |      |
| Approach LOS            |      |      |       |      |      |      |      |
| Queue Length 50th (ft)  |      |      |       |      |      |      |      |
| Queue Length 95th (ft)  |      |      |       |      |      |      |      |
| Internal Link Dist (ft) |      |      |       |      |      |      |      |
| Turn Bay Length (ft)    |      |      |       |      |      |      |      |
| Base Capacity (vph)     |      |      |       |      |      |      |      |
| Starvation Cap Reductn  |      |      |       |      |      |      |      |
| Spillback Cap Reductn   |      |      |       |      |      |      |      |
| Storage Cap Reductn     |      |      |       |      |      |      |      |
| Reduced v/c Ratio       |      |      |       |      |      |      |      |
| Intersection Summary    |      |      |       |      |      |      |      |

#### 4: E Main Street & US Route 6

##### Lanes, Volumes, Timings

With Action

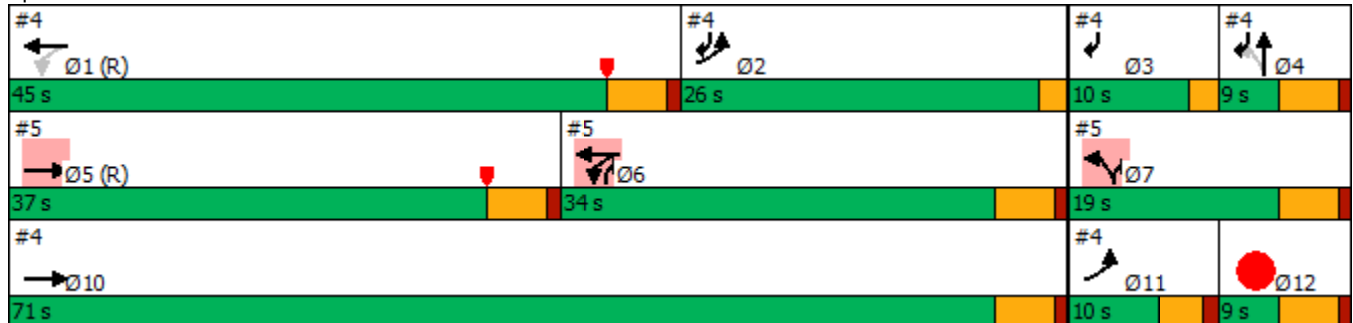
# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

! Phase conflict between lane groups.

Splits and Phases: 4: E Main Street & US Route 6



# 5: E Main Street & Old Rt 6 Lanes, Volumes, Timings

With Action

|                            | <div> <div>→</div> <div>↘</div> <div>↙</div> <div>←</div> <div>↖</div> <div>↗</div> </div> |       |       |       |       |       | Ø1 | Ø2 | Ø3 | Ø4 | Ø10 | Ø11 |
|----------------------------|--------------------------------------------------------------------------------------------|-------|-------|-------|-------|-------|----|----|----|----|-----|-----|
| Lane Group                 | EBT                                                                                        | EBR   | WBL   | WBT   | NBL   | NBR   |    |    |    |    |     |     |
| Lane Configurations        | ↰                                                                                          |       |       | ↱     | ↱     | ↱     |    |    |    |    |     |     |
| Traffic Volume (vph)       | 7                                                                                          | 35    | 371   | 4     | 41    | 378   |    |    |    |    |     |     |
| Future Volume (vph)        | 7                                                                                          | 35    | 371   | 4     | 41    | 378   |    |    |    |    |     |     |
| Ideal Flow (vphpl)         | 1900                                                                                       | 1900  | 1900  | 1900  | 1900  | 1900  |    |    |    |    |     |     |
| Lane Width (ft)            | 10                                                                                         | 10    | 10    | 10    | 12    | 12    |    |    |    |    |     |     |
| Lane Util. Factor          | 1.00                                                                                       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |    |    |    |    |     |     |
| Frt                        | 0.888                                                                                      |       |       |       |       | 0.850 |    |    |    |    |     |     |
| Flt Protected              |                                                                                            |       |       | 0.953 | 0.950 |       |    |    |    |    |     |     |
| Satd. Flow (prot)          | 1452                                                                                       | 0     | 0     | 1690  | 1805  | 1599  |    |    |    |    |     |     |
| Flt Permitted              |                                                                                            |       |       | 0.953 | 0.950 |       |    |    |    |    |     |     |
| Satd. Flow (perm)          | 1452                                                                                       | 0     | 0     | 1690  | 1805  | 1599  |    |    |    |    |     |     |
| Right Turn on Red          |                                                                                            | Yes   |       |       |       | Yes   |    |    |    |    |     |     |
| Satd. Flow (RTOR)          | 113                                                                                        |       |       |       |       | 415   |    |    |    |    |     |     |
| Link Speed (mph)           | 30                                                                                         |       |       | 30    | 30    |       |    |    |    |    |     |     |
| Link Distance (ft)         | 677                                                                                        |       |       | 840   | 154   |       |    |    |    |    |     |     |
| Travel Time (s)            | 15.4                                                                                       |       |       | 19.1  | 3.5   |       |    |    |    |    |     |     |
| Peak Hour Factor           | 0.31                                                                                       | 0.31  | 0.88  | 0.88  | 0.91  | 0.91  |    |    |    |    |     |     |
| Heavy Vehicles (%)         | 50%                                                                                        | 0%    | 0%    | 0%    | 0%    | 1%    |    |    |    |    |     |     |
| Adj. Flow (vph)            | 23                                                                                         | 113   | 422   | 5     | 45    | 415   |    |    |    |    |     |     |
| Shared Lane Traffic (%)    |                                                                                            |       |       |       |       |       |    |    |    |    |     |     |
| Lane Group Flow (vph)      | 136                                                                                        | 0     | 0     | 427   | 45    | 415   |    |    |    |    |     |     |
| Enter Blocked Intersection | No                                                                                         | No    | No    | No    | No    | No    |    |    |    |    |     |     |
| Lane Alignment             | Left                                                                                       | Right | Left  | Left  | Left  | Right |    |    |    |    |     |     |
| Median Width(ft)           | 0                                                                                          |       |       | 0     | 12    |       |    |    |    |    |     |     |
| Link Offset(ft)            | 0                                                                                          |       |       | 0     | 0     |       |    |    |    |    |     |     |
| Crosswalk Width(ft)        | 16                                                                                         |       |       | 16    | 16    |       |    |    |    |    |     |     |
| Two way Left Turn Lane     |                                                                                            |       |       |       |       |       |    |    |    |    |     |     |
| Headway Factor             | 1.09                                                                                       | 1.09  | 1.09  | 1.09  | 1.00  | 1.00  |    |    |    |    |     |     |
| Turning Speed (mph)        |                                                                                            | 9     | 15    |       | 15    | 9     |    |    |    |    |     |     |
| Number of Detectors        | 2                                                                                          |       | 1     | 2     | 1     | 1     |    |    |    |    |     |     |
| Detector Template          | Thru                                                                                       |       | Left  | Thru  | Left  | Right |    |    |    |    |     |     |
| Leading Detector (ft)      | 100                                                                                        |       | 20    | 100   | 20    | 20    |    |    |    |    |     |     |
| Trailing Detector (ft)     | 0                                                                                          |       | 0     | 0     | 0     | 0     |    |    |    |    |     |     |
| Detector 1 Position(ft)    | 0                                                                                          |       | 0     | 0     | 0     | 0     |    |    |    |    |     |     |
| Detector 1 Size(ft)        | 6                                                                                          |       | 20    | 6     | 20    | 20    |    |    |    |    |     |     |
| Detector 1 Type            | Cl+Ex                                                                                      |       | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |    |    |    |    |     |     |
| Detector 1 Channel         |                                                                                            |       |       |       |       |       |    |    |    |    |     |     |
| Detector 1 Extend (s)      | 0.0                                                                                        |       | 0.0   | 0.0   | 0.0   | 0.0   |    |    |    |    |     |     |
| Detector 1 Queue (s)       | 0.0                                                                                        |       | 0.0   | 0.0   | 0.0   | 0.0   |    |    |    |    |     |     |
| Detector 1 Delay (s)       | 0.0                                                                                        |       | 0.0   | 0.0   | 0.0   | 0.0   |    |    |    |    |     |     |
| Detector 2 Position(ft)    | 94                                                                                         |       |       | 94    |       |       |    |    |    |    |     |     |
| Detector 2 Size(ft)        | 6                                                                                          |       |       | 6     |       |       |    |    |    |    |     |     |
| Detector 2 Type            | Cl+Ex                                                                                      |       |       | Cl+Ex |       |       |    |    |    |    |     |     |
| Detector 2 Channel         |                                                                                            |       |       |       |       |       |    |    |    |    |     |     |
| Detector 2 Extend (s)      | 0.0                                                                                        |       |       | 0.0   |       |       |    |    |    |    |     |     |
| Turn Type                  | NA                                                                                         |       | Split | NA    | Prot  | pt+ov |    |    |    |    |     |     |
| Protected Phases           | 5                                                                                          |       | 6     | 6     | 7     | 7 6   | 1  | 2  | 3  | 4  | 10  | 11  |
| Permitted Phases           |                                                                                            |       |       |       |       |       |    |    |    |    |     |     |
| Detector Phase             | 5                                                                                          |       | 6     | 6     | 7     | 7 6   |    |    |    |    |     |     |

## 5: E Main Street & Old Rt 6

### Lanes, Volumes, Timings

With Action

|                            |     |
|----------------------------|-----|
| Lane Group                 | Ø12 |
| Lane Configurations        |     |
| Traffic Volume (vph)       |     |
| Future Volume (vph)        |     |
| Ideal Flow (vphpl)         |     |
| Lane Width (ft)            |     |
| Lane Util. Factor          |     |
| Frt                        |     |
| Flt Protected              |     |
| Satd. Flow (prot)          |     |
| Flt Permitted              |     |
| Satd. Flow (perm)          |     |
| Right Turn on Red          |     |
| Satd. Flow (RTOR)          |     |
| Link Speed (mph)           |     |
| Link Distance (ft)         |     |
| Travel Time (s)            |     |
| Peak Hour Factor           |     |
| Heavy Vehicles (%)         |     |
| Adj. Flow (vph)            |     |
| Shared Lane Traffic (%)    |     |
| Lane Group Flow (vph)      |     |
| Enter Blocked Intersection |     |
| Lane Alignment             |     |
| Median Width(ft)           |     |
| Link Offset(ft)            |     |
| Crosswalk Width(ft)        |     |
| Two way Left Turn Lane     |     |
| Headway Factor             |     |
| Turning Speed (mph)        |     |
| Number of Detectors        |     |
| Detector Template          |     |
| Leading Detector (ft)      |     |
| Trailing Detector (ft)     |     |
| Detector 1 Position(ft)    |     |
| Detector 1 Size(ft)        |     |
| Detector 1 Type            |     |
| Detector 1 Channel         |     |
| Detector 1 Extend (s)      |     |
| Detector 1 Queue (s)       |     |
| Detector 1 Delay (s)       |     |
| Detector 2 Position(ft)    |     |
| Detector 2 Size(ft)        |     |
| Detector 2 Type            |     |
| Detector 2 Channel         |     |
| Detector 2 Extend (s)      |     |
| Turn Type                  |     |
| Protected Phases           | 12  |
| Permitted Phases           |     |
| Detector Phase             |     |

# 5: E Main Street & Old Rt 6 Lanes, Volumes, Timings

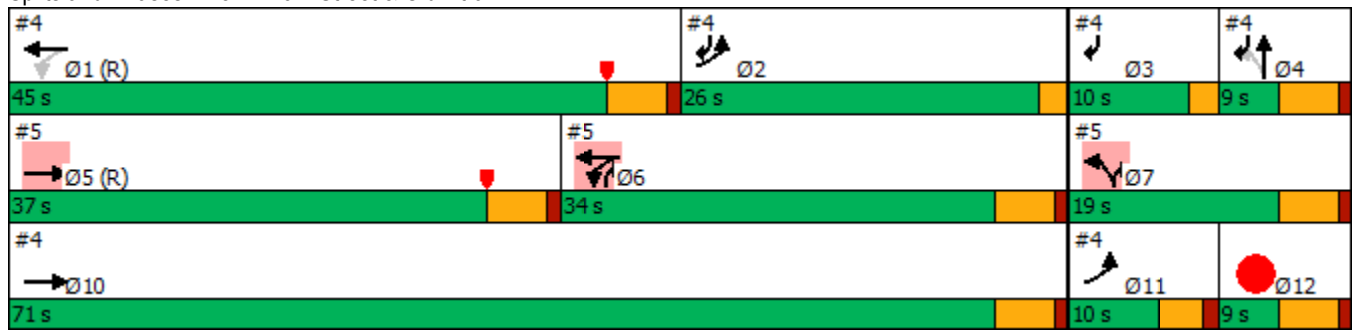
With Action

|                                                                      | <div>→↘↙←↖↗</div> |     |       |       |       |      |       |      |      |      |      |      |
|----------------------------------------------------------------------|-------------------|-----|-------|-------|-------|------|-------|------|------|------|------|------|
| Lane Group                                                           | EBT               | EBR | WBL   | WBT   | NBL   | NBR  | Ø1    | Ø2   | Ø3   | Ø4   | Ø10  | Ø11  |
| Switch Phase                                                         |                   |     |       |       |       |      |       |      |      |      |      |      |
| Minimum Initial (s)                                                  | 5.0               |     | 5.0   | 5.0   | 5.0   |      | 5.0   | 5.0  | 5.0  | 3.0  | 5.0  | 4.0  |
| Minimum Split (s)                                                    | 10.0              |     | 10.0  | 10.0  | 10.0  |      | 10.0  | 7.0  | 7.0  | 8.0  | 10.0 | 9.0  |
| Total Split (s)                                                      | 37.0              |     | 34.0  | 34.0  | 19.0  |      | 45.0  | 26.0 | 10.0 | 9.0  | 71.0 | 10.0 |
| Total Split (%)                                                      | 41.1%             |     | 37.8% | 37.8% | 21.1% |      | 50%   | 29%  | 11%  | 10%  | 79%  | 11%  |
| Maximum Green (s)                                                    | 32.0              |     | 29.0  | 29.0  | 14.0  |      | 40.0  | 24.0 | 8.0  | 4.0  | 66.0 | 6.0  |
| Yellow Time (s)                                                      | 4.0               |     | 4.0   | 4.0   | 4.0   |      | 4.0   | 2.0  | 2.0  | 4.0  | 4.0  | 3.0  |
| All-Red Time (s)                                                     | 1.0               |     | 1.0   | 1.0   | 1.0   |      | 1.0   | 0.0  | 0.0  | 1.0  | 1.0  | 1.0  |
| Lost Time Adjust (s)                                                 | 0.0               |     |       | 0.0   | 0.0   |      |       |      |      |      |      |      |
| Total Lost Time (s)                                                  | 5.0               |     |       | 5.0   | 5.0   |      |       |      |      |      |      |      |
| Lead/Lag                                                             | Lead              |     | Lag   | Lag   |       |      | Lead  | Lag  | Lead | Lag  |      | Lead |
| Lead-Lag Optimize?                                                   | Yes               |     | Yes   | Yes   |       |      | Yes   | 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  | 3.0  |
| Recall Mode                                                          | C-Max             |     | Min   | Min   | Min   |      | C-Min | Max  | Min  | None | Max  | Min  |
| Act Effct Green (s)                                                  | 32.1              |     |       | 29.0  | 13.9  | 47.9 |       |      |      |      |      |      |
| Actuated g/C Ratio                                                   | 0.36              |     |       | 0.32  | 0.15  | 0.53 |       |      |      |      |      |      |
| v/c Ratio                                                            | 0.23              |     |       | 0.78  | 0.16  | 0.40 |       |      |      |      |      |      |
| Control Delay                                                        | 6.9               |     |       | 39.7  | 17.6  | 1.9  |       |      |      |      |      |      |
| Queue Delay                                                          | 0.0               |     |       | 11.7  | 3.6   | 0.5  |       |      |      |      |      |      |
| Total Delay                                                          | 6.9               |     |       | 51.4  | 21.2  | 2.3  |       |      |      |      |      |      |
| LOS                                                                  | A                 |     |       | D     | C     | A    |       |      |      |      |      |      |
| Approach Delay                                                       | 6.9               |     |       | 51.4  | 4.2   |      |       |      |      |      |      |      |
| Approach LOS                                                         | A                 |     |       | D     | A     |      |       |      |      |      |      |      |
| Queue Length 50th (ft)                                               | 8                 |     |       | 218   | 26    | 11   |       |      |      |      |      |      |
| Queue Length 95th (ft)                                               | 0                 |     |       | #350  | m43   | m16  |       |      |      |      |      |      |
| Internal Link Dist (ft)                                              | 597               |     |       | 760   | 74    |      |       |      |      |      |      |      |
| Turn Bay Length (ft)                                                 |                   |     |       |       |       |      |       |      |      |      |      |      |
| Base Capacity (vph)                                                  | 591               |     |       | 544   | 280   | 1046 |       |      |      |      |      |      |
| Starvation Cap Reductn                                               | 0                 |     |       | 0     | 177   | 272  |       |      |      |      |      |      |
| Spillback Cap Reductn                                                | 6                 |     |       | 98    | 0     | 0    |       |      |      |      |      |      |
| Storage Cap Reductn                                                  | 0                 |     |       | 0     | 0     | 0    |       |      |      |      |      |      |
| Reduced v/c Ratio                                                    | 0.23              |     |       | 0.96  | 0.44  | 0.54 |       |      |      |      |      |      |
| Intersection Summary                                                 |                   |     |       |       |       |      |       |      |      |      |      |      |
| Area Type: Other                                                     |                   |     |       |       |       |      |       |      |      |      |      |      |
| Cycle Length: 90                                                     |                   |     |       |       |       |      |       |      |      |      |      |      |
| Actuated Cycle Length: 90                                            |                   |     |       |       |       |      |       |      |      |      |      |      |
| Offset: 19 (21%), Referenced to phase 1:WBTL and 5:, Start of Yellow |                   |     |       |       |       |      |       |      |      |      |      |      |
| Natural Cycle: 70                                                    |                   |     |       |       |       |      |       |      |      |      |      |      |
| Control Type: Actuated-Coordinated                                   |                   |     |       |       |       |      |       |      |      |      |      |      |
| Maximum v/c Ratio: 1.01                                              |                   |     |       |       |       |      |       |      |      |      |      |      |
| Intersection Signal Delay: 24.3 Intersection LOS: C                  |                   |     |       |       |       |      |       |      |      |      |      |      |
| Intersection Capacity Utilization 39.9% ICU Level of Service A       |                   |     |       |       |       |      |       |      |      |      |      |      |
| Analysis Period (min) 15                                             |                   |     |       |       |       |      |       |      |      |      |      |      |
| # 95th percentile volume exceeds capacity, queue may be longer.      |                   |     |       |       |       |      |       |      |      |      |      |      |
| Queue shown is maximum after two cycles.                             |                   |     |       |       |       |      |       |      |      |      |      |      |
| m Volume for 95th percentile queue is metered by upstream signal.    |                   |     |       |       |       |      |       |      |      |      |      |      |

# 5: E Main Street & Old Rt 6 Lanes, Volumes, Timings

With Action

Splits and Phases: 5: E Main Street & Old Rt 6



## 5: E Main Street & Old Rt 6 Lanes, Volumes, Timings

With Action

|                         |      |
|-------------------------|------|
| Lane Group              | Ø12  |
| Switch Phase            |      |
| Minimum Initial (s)     | 3.0  |
| Minimum Split (s)       | 8.0  |
| Total Split (s)         | 9.0  |
| Total Split (%)         | 10%  |
| Maximum Green (s)       | 4.0  |
| Yellow Time (s)         | 4.0  |
| All-Red Time (s)        | 1.0  |
| Lost Time Adjust (s)    |      |
| Total Lost Time (s)     |      |
| Lead/Lag                | Lag  |
| Lead-Lag Optimize?      | Yes  |
| Vehicle Extension (s)   | 3.0  |
| Recall Mode             | None |
| Act Effect Green (s)    |      |
| Actuated g/C Ratio      |      |
| v/c Ratio               |      |
| Control Delay           |      |
| Queue Delay             |      |
| Total Delay             |      |
| LOS                     |      |
| Approach Delay          |      |
| Approach LOS            |      |
| Queue Length 50th (ft)  |      |
| Queue Length 95th (ft)  |      |
| Internal Link Dist (ft) |      |
| Turn Bay Length (ft)    |      |
| Base Capacity (vph)     |      |
| Starvation Cap Reductn  |      |
| Spillback Cap Reductn   |      |
| Storage Cap Reductn     |      |
| Reduced v/c Ratio       |      |
| Intersection Summary    |      |

# Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E

Valhalla, NY 10595

*Customer Loyalty Through Client Satisfaction*

File Name : 5-EAST\_MAIN\_ST\_AT\_HILL\_BLVD\_615197\_01-23-2019

Site Code :

Start Date : 1/23/2019

Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

|               | OLD JEFFERSON VALLEY RD<br>From North |      |      |      |            | E MAIN ST<br>From East |      |      |      |            | HILL BLVD<br>From South |      |      |      |            | E MAIN ST<br>From West |      |      |      |            |            |
|---------------|---------------------------------------|------|------|------|------------|------------------------|------|------|------|------------|-------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
| Start Time    | Right                                 | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Int. Total |
| 06:30 AM      | 0                                     | 0    | 0    | 0    | 0          | 0                      | 124  | 10   | 0    | 134        | 3                       | 0    | 0    | 0    | 3          | 4                      | 11   | 0    | 0    | 15         | 152        |
| 06:45 AM      | 0                                     | 0    | 0    | 0    | 0          | 0                      | 126  | 12   | 0    | 138        | 1                       | 0    | 1    | 0    | 2          | 5                      | 27   | 0    | 0    | 32         | 172        |
| Total         | 0                                     | 0    | 0    | 0    | 0          | 0                      | 250  | 22   | 0    | 272        | 4                       | 0    | 1    | 0    | 5          | 9                      | 38   | 0    | 0    | 47         | 324        |
| 07:00 AM      | 0                                     | 0    | 0    | 0    | 0          | 0                      | 140  | 8    | 0    | 148        | 4                       | 0    | 0    | 0    | 4          | 5                      | 37   | 0    | 0    | 42         | 194        |
| 07:15 AM      | 0                                     | 0    | 0    | 0    | 0          | 0                      | 126  | 11   | 0    | 137        | 0                       | 0    | 1    | 0    | 1          | 6                      | 39   | 0    | 0    | 45         | 183        |
| 07:30 AM      | 0                                     | 0    | 0    | 0    | 0          | 0                      | 120  | 14   | 0    | 134        | 3                       | 0    | 1    | 1    | 5          | 6                      | 35   | 0    | 0    | 41         | 180        |
| 07:45 AM      | 0                                     | 0    | 0    | 0    | 0          | 1                      | 140  | 25   | 0    | 166        | 5                       | 0    | 0    | 0    | 5          | 8                      | 42   | 0    | 0    | 50         | 221        |
| Total         | 0                                     | 0    | 0    | 0    | 0          | 1                      | 526  | 58   | 0    | 585        | 12                      | 0    | 2    | 1    | 15         | 25                     | 153  | 0    | 0    | 178        | 778        |
| 08:00 AM      | 0                                     | 0    | 0    | 0    | 0          | 0                      | 136  | 17   | 0    | 153        | 7                       | 0    | 1    | 0    | 8          | 6                      | 41   | 0    | 0    | 47         | 208        |
| 08:15 AM      | 0                                     | 1    | 0    | 0    | 1          | 0                      | 104  | 28   | 0    | 132        | 7                       | 0    | 3    | 0    | 10         | 11                     | 52   | 0    | 0    | 63         | 206        |
| 08:30 AM      | 0                                     | 0    | 0    | 0    | 0          | 2                      | 116  | 15   | 0    | 133        | 7                       | 0    | 0    | 0    | 7          | 7                      | 44   | 0    | 0    | 51         | 191        |
| 08:45 AM      | 0                                     | 0    | 0    | 0    | 0          | 1                      | 95   | 19   | 0    | 115        | 11                      | 0    | 4    | 0    | 15         | 16                     | 56   | 0    | 0    | 72         | 202        |
| Total         | 0                                     | 1    | 0    | 0    | 1          | 3                      | 451  | 79   | 0    | 533        | 32                      | 0    | 8    | 0    | 40         | 40                     | 193  | 0    | 0    | 233        | 807        |
| 09:00 AM      | 0                                     | 0    | 0    | 0    | 0          | 0                      | 85   | 23   | 0    | 108        | 4                       | 0    | 2    | 0    | 6          | 10                     | 37   | 0    | 0    | 47         | 161        |
| 09:15 AM      | 0                                     | 0    | 0    | 0    | 0          | 0                      | 89   | 23   | 0    | 112        | 4                       | 1    | 3    | 0    | 8          | 7                      | 42   | 0    | 0    | 49         | 169        |
| Grand Total   | 0                                     | 1    | 0    | 0    | 1          | 4                      | 1401 | 205  | 0    | 1610       | 56                      | 1    | 16   | 1    | 74         | 91                     | 463  | 0    | 0    | 554        | 2239       |
| Apprch %      | 0                                     | 100  | 0    | 0    |            | 0.2                    | 87   | 12.7 | 0    |            | 75.7                    | 1.4  | 21.6 | 1.4  |            | 16.4                   | 83.6 | 0    | 0    |            |            |
| Total %       | 0                                     | 0    | 0    | 0    | 0          | 0.2                    | 62.6 | 9.2  | 0    | 71.9       | 2.5                     | 0    | 0.7  | 0    | 3.3        | 4.1                    | 20.7 | 0    | 0    | 24.7       |            |
| Lights        | 0                                     | 1    | 0    | 0    | 1          | 2                      | 1359 | 197  | 0    | 1558       | 47                      | 1    | 12   | 0    | 60         | 86                     | 426  | 0    | 0    | 512        | 2131       |
| % Lights      | 0                                     | 100  | 0    | 0    | 100        | 50                     | 97   | 96.1 | 0    | 96.8       | 83.9                    | 100  | 75   | 0    | 81.1       | 94.5                   | 92   | 0    | 0    | 92.4       | 95.2       |
| Buses         | 0                                     | 0    | 0    | 0    | 0          | 2                      | 28   | 5    | 0    | 35         | 8                       | 0    | 2    | 0    | 10         | 3                      | 26   | 0    | 0    | 29         | 74         |
| % Buses       | 0                                     | 0    | 0    | 0    | 0          | 50                     | 2    | 2.4  | 0    | 2.2        | 14.3                    | 0    | 12.5 | 0    | 13.5       | 3.3                    | 5.6  | 0    | 0    | 5.2        | 3.3        |
| Trucks        | 0                                     | 0    | 0    | 0    | 0          | 0                      | 14   | 3    | 0    | 17         | 1                       | 0    | 2    | 0    | 3          | 2                      | 11   | 0    | 0    | 13         | 33         |
| % Trucks      | 0                                     | 0    | 0    | 0    | 0          | 0                      | 1    | 1.5  | 0    | 1.1        | 1.8                     | 0    | 12.5 | 0    | 4.1        | 2.2                    | 2.4  | 0    | 0    | 2.3        | 1.5        |
| Pedestrians   | 0                                     | 0    | 0    | 0    | 0          | 0                      | 0    | 0    | 0    | 0          | 0                       | 0    | 0    | 1    | 1          | 0                      | 0    | 0    | 0    | 0          | 1          |
| % Pedestrians | 0                                     | 0    | 0    | 0    | 0          | 0                      | 0    | 0    | 0    | 0          | 0                       | 0    | 0    | 100  | 1.4        | 0                      | 0    | 0    | 0    | 0          | 0          |



## Customer Loyalty Through Client Satisfaction

Page No : 2

[illegible]

400 Columbus Avenue - Suite 180E  
Valhalla, NY 10595  
*Customer Loyalty Through Client Satisfaction*

Site Code :

Page No : 1

|             | OLD JEFFERSON VALLEY RD<br>From North |      |      |      |            | E MAIN ST<br>From East |      |      |      |            | HILL BLVD<br>From South |      |      |      |            | E MAIN ST<br>From West |      |      |      |            |            |
|-------------|---------------------------------------|------|------|------|------------|------------------------|------|------|------|------------|-------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
| Start Time  | Right                                 | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Int. Total |
| 03:30 PM    | 0                                     | 0    | 0    | 0    | 0          | 0                      | 44   | 29   | 0    | 73         | 21                      | 0    | 5    | 0    | 26         | 11                     | 121  | 0    | 0    | 132        | 231        |
| 03:45 PM    | 0                                     | 0    | 0    | 0    | 0          | 0                      | 75   | 21   | 0    | 96         | 22                      | 0    | 5    | 0    | 27         | 14                     | 130  | 0    | 0    | 144        | 267        |
| Total       | 0                                     | 0    | 0    | 0    | 0          | 0                      | 119  | 50   | 0    | 169        | 43                      | 0    | 10   | 0    | 53         | 25                     | 251  | 0    | 0    | 276        | 498        |
|             |                                       |      |      |      |            |                        |      |      |      |            |                         |      |      |      |            |                        |      |      |      |            |            |
| 04:00 PM    | 0                                     | 0    | 0    | 0    | 0          | 0                      | 66   | 13   | 0    | 79         | 21                      | 0    | 5    | 0    | 26         | 10                     | 154  | 0    | 0    | 164        | 269        |
| 04:15 PM    | 0                                     | 0    | 0    | 0    | 0          | 0                      | 78   | 17   | 0    | 95         | 24                      | 0    | 8    | 0    | 32         | 13                     | 141  | 0    | 0    | 154        | 281        |
| 04:30 PM    | 0                                     | 0    | 0    | 0    | 0          | 1                      | 74   | 6    | 0    | 81         | 30                      | 0    | 2    | 0    | 32         | 7                      | 140  | 0    | 0    | 147        | 260        |
| 04:45 PM    | 0                                     | 0    | 0    | 0    | 0          | 1                      | 87   | 13   | 0    | 101        | 30                      | 0    | 10   | 0    | 40         | 14                     | 145  | 0    | 0    | 159        | 300        |
| Total       | 0                                     | 0    | 0    | 0    | 0          | 2                      | 305  | 49   | 0    | 356        | 105                     | 0    | 25   | 0    | 130        | 44                     | 580  | 0    | 0    | 624        | 1110       |
|             |                                       |      |      |      |            |                        |      |      |      |            |                         |      |      |      |            |                        |      |      |      |            |            |
| 05:00 PM    | 0                                     | 0    | 0    | 0    | 0          | 0                      | 70   | 14   | 0    | 84         | 33                      | 0    | 5    | 0    | 38         | 13                     | 167  | 0    | 0    | 180        | 302        |
| 05:15 PM    | 0                                     | 0    | 0    | 0    | 0          | 0                      | 71   | 22   | 0    | 93         | 42                      | 0    | 3    | 0    | 45         | 7                      | 144  | 0    | 0    | 151        | 289        |
| 05:30 PM    | 0                                     | 0    | 0    | 0    | 0          | 0                      | 55   | 15   | 0    | 70         | 27                      | 0    | 6    | 0    | 33         | 11                     | 148  | 0    | 0    | 159        | 262        |
| 05:45 PM    | 0                                     | 0    | 0    | 0    | 0          | 0                      | 69   | 11   | 0    | 80         | 25                      | 0    | 2    | 0    | 27         | 9                      | 139  | 0    | 0    | 148        | 255        |
| Total       | 0                                     | 0    | 0    | 0    | 0          | 0                      | 265  | 62   | 0    | 327        | 127                     | 0    | 16   | 0    | 143        | 40                     | 598  | 0    | 0    | 638        | 1108       |
|             |                                       |      |      |      |            |                        |      |      |      |            |                         |      |      |      |            |                        |      |      |      |            |            |
| 06:00 PM    | 0                                     | 0    | 0    | 0    | 0          | 0                      | 62   | 8    | 0    | 70         | 32                      | 0    | 2    | 0    | 34         | 7                      | 122  | 0    | 0    | 129        | 233        |
| 06:15 PM    | 0                                     | 0    | 0    | 0    | 0          | 0                      | 68   | 11   | 0    | 79         | 23                      | 0    | 1    | 0    | 24         | 11                     | 129  | 0    | 0    | 140        | 243        |
| Grand Total | 0                                     | 0    | 0    | 0    | 0          | 2                      | 819  | 180  | 0    | 1001       | 330                     | 0    | 54   | 0    | 384        | 127                    | 1680 | 0    | 0    | 1807       | 3192       |
| Apprch %    | 0                                     | 0    | 0    | 0    | 0          | 0.2                    | 81.8 | 18   | 0    |            | 85.9                    | 0    | 14.1 | 0    |            | 7                      | 93   | 0    | 0    |            |            |
| Total %     | 0                                     | 0    | 0    | 0    | 0          | 0.1                    | 25.7 | 5.6  | 0    | 31.4       | 10.3                    | 0    | 1.7  | 0    | 12         | 4                      | 52.6 | 0    | 0    | 56.6       |            |
| Lights      | 0                                     | 0    | 0    | 0    | 0          | 1                      | 804  | 176  | 0    | 981        | 324                     | 0    | 49   | 0    | 373        | 124                    | 1667 | 0    | 0    | 1791       | 3145       |
| % Lights    | 0                                     | 0    | 0    | 0    | 0          | 50                     | 98.2 | 97.8 | 0    | 98         | 98.2                    | 0    | 90.7 | 0    | 97.1       | 97.6                   | 99.2 | 0    | 0    | 99.1       | 98.5       |
| Buses       | 0                                     | 0    | 0    | 0    | 0          | 1                      | 9    | 4    | 0    | 14         | 3                       | 0    | 5    | 0    | 8          | 3                      | 7    | 0    | 0    | 10         | 32         |
| % Buses     | 0                                     | 0    | 0    | 0    | 0          | 50                     | 1.1  | 2.2  | 0    | 1.4        | 0.9                     | 0    | 9.3  | 0    | 2.1        | 2.4                    | 0.4  | 0    | 0    | 0.6        | 1          |
| Trucks      | 0                                     | 0    | 0    | 0    | 0          | 0                      | 6    | 0    | 0    | 6          | 3                       | 0    | 0    | 0    | 3          | 0                      | 6    | 0    | 0    | 6          | 15         |
| % Trucks    | 0                                     | 0    | 0    | 0    | 0          | 0                      | 0.7  | 0    | 0    | 0.6        | 0.9                     |      |      |      |            |                        |      |      |      |            |            |



# Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E

Valhalla, NY 10595

*Customer Loyalty Through Client Satisfaction*

File Name : 4-EAST\_MAIN\_ST\_AT\_LEE\_BLVD\_615195\_01-23-2019

Site Code :

Start Date : 1/23/2019

Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

|               | From North |      |      |      |            | E MAIN ST<br>From East |      |      |      |            | LEE BLVD<br>From South |      |      |      |            | E MAIN ST<br>From West |      |      |      |            |            |
|---------------|------------|------|------|------|------------|------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
| Start Time    | Right      | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Int. Total |
| 06:30 AM      | 0          | 0    | 0    | 0    | 0          | 0                      | 92   | 25   | 0    | 117        | 4                      | 0    | 1    | 0    | 5          | 10                     | 12   | 0    | 0    | 22         | 144        |
| 06:45 AM      | 0          | 0    | 0    | 0    | 0          | 0                      | 99   | 32   | 0    | 131        | 6                      | 0    | 4    | 0    | 10         | 24                     | 28   | 0    | 0    | 52         | 193        |
| Total         | 0          | 0    | 0    | 0    | 0          | 0                      | 191  | 57   | 0    | 248        | 10                     | 0    | 5    | 0    | 15         | 34                     | 40   | 0    | 0    | 74         | 337        |
| 07:00 AM      | 0          | 0    | 0    | 0    | 0          | 0                      | 103  | 36   | 0    | 139        | 13                     | 0    | 1    | 0    | 14         | 12                     | 29   | 0    | 0    | 41         | 194        |
| 07:15 AM      | 0          | 0    | 0    | 0    | 0          | 0                      | 109  | 32   | 0    | 141        | 14                     | 0    | 1    | 0    | 15         | 15                     | 32   | 0    | 0    | 47         | 203        |
| 07:30 AM      | 0          | 0    | 0    | 0    | 0          | 0                      | 109  | 24   | 0    | 133        | 8                      | 0    | 1    | 0    | 9          | 15                     | 35   | 0    | 0    | 50         | 192        |
| 07:45 AM      | 0          | 0    | 0    | 0    | 0          | 0                      | 106  | 25   | 0    | 131        | 12                     | 0    | 5    | 0    | 17         | 23                     | 38   | 0    | 0    | 61         | 209        |
| Total         | 0          | 0    | 0    | 0    | 0          | 0                      | 427  | 117  | 0    | 544        | 47                     | 0    | 8    | 0    | 55         | 65                     | 134  | 0    | 0    | 199        | 798        |
| 08:00 AM      | 0          | 0    | 0    | 0    | 0          | 0                      | 110  | 35   | 0    | 145        | 13                     | 0    | 3    | 0    | 16         | 28                     | 36   | 0    | 0    | 64         | 225        |
| 08:15 AM      | 0          | 0    | 0    | 0    | 0          | 0                      | 88   | 30   | 0    | 118        | 16                     | 0    | 4    | 0    | 20         | 28                     | 49   | 0    | 0    | 77         | 215        |
| 08:30 AM      | 0          | 0    | 0    | 0    | 0          | 0                      | 91   | 21   | 0    | 112        | 14                     | 0    | 11   | 0    | 25         | 25                     | 45   | 0    | 0    | 70         | 207        |
| 08:45 AM      | 0          | 0    | 0    | 0    | 0          | 0                      | 79   | 35   | 0    | 114        | 12                     | 0    | 11   | 0    | 23         | 17                     | 55   | 0    | 0    | 72         | 209        |
| Total         | 0          | 0    | 0    | 0    | 0          | 0                      | 368  | 121  | 0    | 489        | 55                     | 0    | 29   | 0    | 84         | 98                     | 185  | 0    | 0    | 283        | 856        |
| 09:00 AM      | 0          | 0    | 0    | 0    | 0          | 0                      | 60   | 25   | 0    | 85         | 20                     | 0    | 4    | 0    | 24         | 26                     | 28   | 0    | 0    | 54         | 163        |
| 09:15 AM      | 0          | 0    | 0    | 0    | 0          | 0                      | 52   | 35   | 0    | 87         | 23                     | 0    | 3    | 1    | 27         | 27                     | 28   | 0    | 0    | 55         | 169        |
| Grand Total   | 0          | 0    | 0    | 0    | 0          | 0                      | 1098 | 355  | 0    | 1453       | 155                    | 0    | 49   | 1    | 205        | 250                    | 415  | 0    | 0    | 665        | 2323       |
| Apprch %      | 0          | 0    | 0    | 0    | 0          | 0                      | 75.6 | 24.4 | 0    |            | 75.6                   | 0    | 23.9 | 0.5  |            | 37.6                   | 62.4 | 0    | 0    |            |            |
| Total %       | 0          | 0    | 0    | 0    | 0          | 0                      | 47.3 | 15.3 | 0    | 62.5       | 6.7                    | 0    | 2.1  | 0    | 8.8        | 10.8                   | 17.9 | 0    | 0    | 28.6       |            |
| Lights        | 0          | 0    | 0    | 0    | 0          | 0                      | 1061 | 347  | 0    | 1408       | 146                    | 0    | 47   | 0    | 193        | 241                    | 380  | 0    | 0    | 621        | 2222       |
| % Lights      | 0          | 0    | 0    | 0    | 0          | 0                      | 96.6 | 97.7 | 0    | 96.9       | 94.2                   | 0    | 95.9 | 0    | 94.1       | 96.4                   | 91.6 | 0    | 0    | 93.4       | 95.7       |
| Buses         | 0          | 0    | 0    | 0    | 0          | 0                      | 26   | 6    | 0    | 32         | 6                      | 0    | 0    | 0    | 6          | 4                      | 27   | 0    | 0    | 31         | 69         |
| % Buses       | 0          | 0    | 0    | 0    | 0          | 0                      | 2.4  | 1.7  | 0    | 2.2        | 3.9                    | 0    | 0    | 0    | 2.9        | 1.6                    | 6.5  | 0    | 0    | 4.7        | 3          |
| Trucks        | 0          | 0    | 0    | 0    | 0          | 0                      | 11   | 2    | 0    | 13         | 3                      | 0    | 2    | 0    | 5          | 5                      | 8    | 0    | 0    | 13         | 31         |
| % Trucks      | 0          | 0    | 0    | 0    | 0          | 0                      | 1    | 0.6  | 0    | 0.9        | 1.9                    | 0    | 4.1  | 0    | 2.4        | 2                      | 1.9  | 0    | 0    | 2          | 1.3        |
| Pedestrians   | 0          | 0    | 0    | 0    | 0          | 0                      | 0    | 0    | 0    | 0          | 0                      | 0    | 0    | 1    | 1          | 0                      | 0    | 0    | 0    | 0          | 1          |
| % Pedestrians | 0          | 0    | 0    | 0    | 0          | 0                      | 0    | 0    | 0    | 0          | 0                      | 0    | 0    | 100  | 0.5        | 0                      | 0    | 0    | 0    | 0          | 0          |



# Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E

Valhalla, NY 10595

*Customer Loyalty Through Client Satisfaction*

File Name : 4-EAST\_MAIN\_ST\_AT\_LEE\_BLVD\_615195\_01-23-2019

Site Code :

Start Date : 1/23/2019

Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

|               | From North |      |      |      |            | E MAIN ST<br>From East |      |      |      |            | LEE BLVD<br>From South |      |      |      |            | E MAIN ST<br>From West |      |      |      |            |            |
|---------------|------------|------|------|------|------------|------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
| Start Time    | Right      | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Int. Total |
| 03:30 PM      | 0          | 0    | 0    | 0    | 0          | 0                      | 39   | 13   | 0    | 52         | 37                     | 0    | 5    | 0    | 42         | 34                     | 96   | 0    | 0    | 130        | 224        |
| 03:45 PM      | 0          | 0    | 0    | 0    | 0          | 0                      | 71   | 20   | 0    | 91         | 59                     | 0    | 5    | 0    | 64         | 34                     | 98   | 0    | 0    | 132        | 287        |
| Total         | 0          | 0    | 0    | 0    | 0          | 0                      | 110  | 33   | 0    | 143        | 96                     | 0    | 10   | 0    | 106        | 68                     | 194  | 0    | 0    | 262        | 511        |
| 04:00 PM      | 0          | 0    | 0    | 0    | 0          | 0                      | 47   | 19   | 0    | 66         | 57                     | 0    | 5    | 0    | 62         | 28                     | 115  | 0    | 0    | 143        | 271        |
| 04:15 PM      | 0          | 0    | 0    | 0    | 0          | 0                      | 67   | 25   | 0    | 92         | 61                     | 0    | 6    | 0    | 67         | 41                     | 95   | 0    | 0    | 136        | 295        |
| 04:30 PM      | 0          | 0    | 0    | 0    | 0          | 0                      | 47   | 30   | 0    | 77         | 50                     | 0    | 2    | 0    | 52         | 37                     | 104  | 0    | 2    | 143        | 272        |
| 04:45 PM      | 0          | 0    | 0    | 0    | 0          | 0                      | 75   | 27   | 0    | 102        | 55                     | 0    | 6    | 0    | 61         | 31                     | 103  | 0    | 1    | 135        | 298        |
| Total         | 0          | 0    | 0    | 0    | 0          | 0                      | 236  | 101  | 0    | 337        | 223                    | 0    | 19   | 0    | 242        | 137                    | 417  | 0    | 3    | 557        | 1136       |
| 05:00 PM      | 0          | 0    | 0    | 0    | 0          | 0                      | 54   | 27   | 0    | 81         | 62                     | 0    | 2    | 0    | 64         | 28                     | 120  | 0    | 0    | 148        | 293        |
| 05:15 PM      | 0          | 0    | 0    | 0    | 0          | 0                      | 56   | 13   | 0    | 69         | 51                     | 0    | 2    | 0    | 53         | 25                     | 107  | 0    | 0    | 132        | 254        |
| 05:30 PM      | 0          | 0    | 0    | 0    | 0          | 0                      | 52   | 13   | 0    | 65         | 58                     | 0    | 2    | 0    | 60         | 20                     | 98   | 0    | 0    | 118        | 243        |
| 05:45 PM      | 0          | 0    | 0    | 0    | 0          | 0                      | 37   | 26   | 0    | 63         | 49                     | 0    | 3    | 0    | 52         | 29                     | 105  | 0    | 0    | 134        | 249        |
| Total         | 0          | 0    | 0    | 0    | 0          | 0                      | 199  | 79   | 0    | 278        | 220                    | 0    | 9    | 0    | 229        | 102                    | 430  | 0    | 0    | 532        | 1039       |
| 06:00 PM      | 0          | 0    | 0    | 0    | 0          | 0                      | 45   | 26   | 0    | 71         | 43                     | 0    | 5    | 0    | 48         | 29                     | 92   | 0    | 0    | 121        | 240        |
| 06:15 PM      | 0          | 0    | 0    | 0    | 0          | 0                      | 51   | 20   | 0    | 71         | 44                     | 0    | 2    | 0    | 46         | 31                     | 103  | 0    | 0    | 134        | 251        |
| Grand Total   | 0          | 0    | 0    | 0    | 0          | 0                      | 641  | 259  | 0    | 900        | 626                    | 0    | 45   | 0    | 671        | 367                    | 1236 | 0    | 3    | 1606       | 3177       |
| Apprch %      | 0          | 0    | 0    | 0    | 0          | 0                      | 71.2 | 28.8 | 0    |            | 93.3                   | 0    | 6.7  | 0    |            | 22.9                   | 77   | 0    | 0.2  |            |            |
| Total %       | 0          | 0    | 0    | 0    | 0          | 0                      | 20.2 | 8.2  | 0    | 28.3       | 19.7                   | 0    | 1.4  | 0    | 21.1       | 11.6                   | 38.9 | 0    | 0.1  | 50.6       |            |
| Lights        | 0          | 0    | 0    | 0    | 0          | 0                      | 630  | 254  | 0    | 884        | 617                    | 0    | 44   | 0    | 661        | 366                    | 1230 | 0    | 0    | 1596       | 3141       |
| % Lights      | 0          | 0    | 0    | 0    | 0          | 0                      | 98.3 | 98.1 | 0    | 98.2       | 98.6                   | 0    | 97.8 | 0    | 98.5       | 99.7                   | 99.5 | 0    | 0    | 99.4       | 98.9       |
| Buses         | 0          | 0    | 0    | 0    | 0          | 0                      | 5    | 5    | 0    | 10         | 7                      | 0    | 0    | 0    | 7          | 1                      | 2    | 0    | 0    | 3          | 20         |
| % Buses       | 0          | 0    | 0    | 0    | 0          | 0                      | 0.8  | 1.9  | 0    | 1.1        | 1.1                    | 0    | 0    | 0    | 1          | 0.3                    | 0.2  | 0    | 0    | 0.2        | 0.6        |
| Trucks        | 0          | 0    | 0    | 0    | 0          | 0                      | 6    | 0    | 0    | 6          | 2                      | 0    | 1    | 0    | 3          | 0                      | 4    | 0    | 0    | 4          | 13         |
| % Trucks      | 0          | 0    | 0    | 0    | 0          | 0                      | 0.9  | 0    | 0    | 0.7        | 0.3                    | 0    | 2.2  | 0    | 0.4        | 0                      | 0.3  | 0    | 0    | 0.2        | 0.4        |
| Pedestrians   | 0          | 0    | 0    | 0    | 0          | 0                      | 0    | 0    | 0    | 0          | 0                      | 0    | 0    | 0    | 0          | 0                      | 0    | 0    | 3    | 3          | 3          |
| % Pedestrians | 0          | 0    | 0    | 0    | 0          | 0                      | 0    | 0    | 0    | 0          | 0                      | 0    | 0    | 0    | 0          | 0                      | 0    | 0    | 100  | 0.2        | 0.1        |

# Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E

Valhalla, NY 10595

*Customer Loyalty Through Client Satisfaction*

File Name : 4-EAST\_MAIN\_ST\_AT\_LEE\_BLVD\_615195\_01-23-2019

Site Code :

Start Date : 1/23/2019

Page No : 2

|                                                            | From North |      |      |      |            | E MAIN ST<br>From East |      |      |      |            | LEE BLVD<br>From South |      |      |      |            | E MAIN ST<br>From West |      |      |      |            |            |
|------------------------------------------------------------|------------|------|------|------|------------|------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------------------|------|------|------|------------|------------|
| Start Time                                                 | Right      | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1 |            |      |      |      |            |                        |      |      |      |            |                        |      |      |      |            |                        |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:15 PM       |            |      |      |      |            |                        |      |      |      |            |                        |      |      |      |            |                        |      |      |      |            |            |
| 04:15 PM                                                   | 0          | 0    | 0    | 0    | 0          | 0                      | 67   | 25   | 0    | 92         | 61                     | 0    | 6    | 0    | 67         | 41                     | 95   | 0    | 0    | 136        | 295        |
| 04:30 PM                                                   | 0          | 0    | 0    | 0    | 0          | 0                      | 47   | 30   | 0    | 77         | 50                     | 0    | 2    | 0    | 52         | 37                     | 104  | 0    | 2    | 143        | 272        |
| 04:45 PM                                                   | 0          | 0    | 0    | 0    | 0          | 0                      | 75   | 27   | 0    | 102        | 55                     | 0    | 6    | 0    | 61         | 31                     | 103  | 0    | 1    | 135        | 298        |
| 05:00 PM                                                   | 0          | 0    | 0    | 0    | 0          | 0                      | 54   | 27   | 0    | 81         | 62                     | 0    | 2    | 0    | 64         | 28                     | 120  | 0    | 0    | 148        | 293        |
| Total Volume                                               | 0          | 0    | 0    | 0    | 0          | 0                      | 243  | 109  | 0    | 352        | 228                    | 0    | 16   | 0    | 244        | 137                    | 422  | 0    | 3    | 562        | 1158       |
| % App. Total                                               | 0          | 0    | 0    | 0    | 0          | 0                      | 69   | 31   | 0    |            | 93.4                   | 0    | 6.6  | 0    |            | 24.4                   | 75.1 | 0    | 0.5  |            |            |
| PHF                                                        | .000       | .000 | .000 | .000 | .000       | .000                   | .810 | .908 | .000 | .863       | .919                   | .000 | .667 | .000 | .910       | .835                   | .879 | .000 | .375 | .949       | .971       |
| Lights                                                     | 0          | 0    | 0    | 0    | 0          | 0                      | 242  | 106  | 0    | 348        | 226                    | 0    | 16   | 0    | 242        | 137                    | 421  | 0    | 0    | 558        | 1148       |
| % Lights                                                   | 0          | 0    | 0    | 0    | 0          | 0                      | 99.6 | 97.2 | 0    | 98.9       | 99.1                   | 0    | 100  | 0    | 99.2       | 100                    | 99.8 | 0    | 0    | 99.3       | 99.1       |
| Buses                                                      | 0          | 0    | 0    | 0    | 0          | 0                      | 0    | 3    | 0    | 3          | 2                      | 0    | 0    | 0    | 2          | 0                      | 0    | 0    | 0    | 0          | 5          |
| % Buses                                                    | 0          | 0    | 0    | 0    | 0          | 0                      | 0    | 2.8  | 0    | 0.9        | 0.9                    | 0    | 0    | 0    | 0.8        | 0                      | 0    | 0    | 0    | 0          | 0.4        |
| Trucks                                                     | 0          | 0    | 0    | 0    | 0          | 0                      | 1    | 0    | 0    | 1          | 0                      | 0    | 0    | 0    | 0          | 0                      | 1    | 0    | 0    | 1          | 2          |
| % Trucks                                                   | 0          | 0    | 0    | 0    | 0          | 0                      | 0.4  | 0    | 0    | 0.3        | 0                      | 0    | 0    | 0    | 0          | 0                      | 0.2  | 0    | 0    | 0.2        | 0.2        |
| Pedestrians                                                | 0          | 0    | 0    | 0    | 0          | 0                      | 0    | 0    | 0    | 0          | 0                      | 0    | 0    | 0    | 0          | 0                      | 0    | 0    | 3    | 3          | 3          |
| % Pedestrians                                              | 0          | 0    | 0    | 0    | 0          | 0                      | 0    | 0    | 0    | 0          | 0                      | 0    | 0    | 0    | 0          | 0                      | 0    | 0    | 100  | 0.5        | 0.3        |

# Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E

Valhalla, NY 10595

*Customer Loyalty Through Client Satisfaction*

File Name : 1-US\_RT\_6\_AT\_EAST\_MAIN\_S\_615186\_01-23-2019

Site Code :

Start Date : 1/23/2019

Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

|               | E MAIN ST<br>From North |      |      |      |            | US RT 6<br>From East |      |      |      |            | US RT 6<br>From South |      |      |      |            | SERVICE RD<br>From West |      |      |      |            |            |
|---------------|-------------------------|------|------|------|------------|----------------------|------|------|------|------------|-----------------------|------|------|------|------------|-------------------------|------|------|------|------------|------------|
| Start Time    | Right                   | Thru | Left | Peds | App. Total | Right                | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Int. Total |
| 06:30 AM      | 93                      | 0    | 0    | 0    | 93         | 1                    | 189  | 1    | 0    | 191        | 1                     | 0    | 1    | 0    | 2          | 0                       | 88   | 22   | 0    | 110        | 396        |
| 06:45 AM      | 97                      | 0    | 0    | 0    | 97         | 0                    | 221  | 1    | 0    | 222        | 0                     | 0    | 0    | 0    | 0          | 0                       | 111  | 51   | 0    | 162        | 481        |
| Total         | 190                     | 0    | 0    | 0    | 190        | 1                    | 410  | 2    | 0    | 413        | 1                     | 0    | 1    | 0    | 2          | 0                       | 199  | 73   | 0    | 272        | 877        |
| 07:00 AM      | 111                     | 0    | 0    | 0    | 111        | 0                    | 314  | 0    | 0    | 314        | 1                     | 0    | 0    | 0    | 1          | 2                       | 138  | 40   | 0    | 180        | 606        |
| 07:15 AM      | 112                     | 0    | 0    | 0    | 112        | 1                    | 234  | 0    | 0    | 235        | 1                     | 0    | 0    | 0    | 1          | 1                       | 189  | 48   | 0    | 238        | 586        |
| 07:30 AM      | 108                     | 0    | 0    | 0    | 108        | 1                    | 223  | 0    | 0    | 224        | 0                     | 0    | 0    | 0    | 0          | 1                       | 198  | 60   | 0    | 259        | 591        |
| 07:45 AM      | 110                     | 0    | 0    | 0    | 110        | 1                    | 217  | 1    | 0    | 219        | 0                     | 0    | 0    | 1    | 1          | 1                       | 238  | 72   | 0    | 311        | 641        |
| Total         | 441                     | 0    | 0    | 0    | 441        | 3                    | 988  | 1    | 0    | 992        | 2                     | 0    | 0    | 1    | 3          | 5                       | 763  | 220  | 0    | 988        | 2424       |
| 08:00 AM      | 107                     | 0    | 0    | 0    | 107        | 2                    | 244  | 0    | 0    | 246        | 0                     | 0    | 0    | 0    | 0          | 1                       | 220  | 78   | 0    | 299        | 652        |
| 08:15 AM      | 96                      | 0    | 0    | 0    | 96         | 1                    | 223  | 0    | 0    | 224        | 0                     | 0    | 0    | 0    | 0          | 0                       | 231  | 98   | 0    | 329        | 649        |
| 08:30 AM      | 94                      | 0    | 0    | 0    | 94         | 3                    | 215  | 0    | 0    | 218        | 0                     | 0    | 0    | 0    | 0          | 0                       | 209  | 94   | 0    | 303        | 615        |
| 08:45 AM      | 86                      | 0    | 0    | 0    | 86         | 3                    | 210  | 1    | 0    | 214        | 1                     | 0    | 1    | 0    | 2          | 2                       | 202  | 80   | 0    | 284        | 586        |
| Total         | 383                     | 0    | 0    | 0    | 383        | 9                    | 892  | 1    | 0    | 902        | 1                     | 0    | 1    | 0    | 2          | 3                       | 862  | 350  | 0    | 1215       | 2502       |
| 09:00 AM      | 63                      | 0    | 0    | 0    | 63         | 1                    | 190  | 0    | 0    | 191        | 0                     | 0    | 1    | 0    | 1          | 1                       | 193  | 69   | 0    | 263        | 518        |
| 09:15 AM      | 60                      | 0    | 0    | 0    | 60         | 0                    | 187  | 1    | 0    | 188        | 0                     | 0    | 1    | 0    | 1          | 1                       | 167  | 56   | 0    | 224        | 473        |
| Grand Total   | 1137                    | 0    | 0    | 0    | 1137       | 14                   | 2667 | 5    | 0    | 2686       | 4                     | 0    | 4    | 1    | 9          | 10                      | 2184 | 768  | 0    | 2962       | 6794       |
| Apprch %      | 100                     | 0    | 0    | 0    |            | 0.5                  | 99.3 | 0.2  | 0    |            | 44.4                  | 0    | 44.4 | 11.1 |            | 0.3                     | 73.7 | 25.9 | 0    |            |            |
| Total %       | 16.7                    | 0    | 0    | 0    | 16.7       | 0.2                  | 39.3 | 0.1  | 0    | 39.5       | 0.1                   | 0    | 0.1  | 0    | 0.1        | 0.1                     | 32.1 | 11.3 | 0    | 43.6       |            |
| Lights        | 1095                    | 0    | 0    | 0    | 1095       | 12                   | 2585 | 5    | 0    | 2602       | 4                     | 0    | 4    | 0    | 8          | 10                      | 2078 | 722  | 0    | 2810       | 6515       |
| % Lights      | 96.3                    | 0    | 0    | 0    | 96.3       | 85.7                 | 96.9 | 100  | 0    | 96.9       | 100                   | 0    | 100  | 0    | 88.9       | 100                     | 95.1 | 94   | 0    | 94.9       | 95.9       |
| Buses         | 28                      | 0    | 0    | 0    | 28         | 1                    | 33   | 0    | 0    | 34         | 0                     | 0    | 0    | 0    | 0          | 0                       | 57   | 33   | 0    | 90         | 152        |
| % Buses       | 2.5                     | 0    | 0    | 0    | 2.5        | 7.1                  | 1.2  | 0    | 0    | 1.3        | 0                     | 0    | 0    | 0    | 0          | 0                       | 2.6  | 4.3  | 0    | 3          | 2.2        |
| Trucks        | 14                      | 0    | 0    | 0    | 14         | 1                    | 49   | 0    | 0    | 50         | 0                     | 0    | 0    | 0    | 0          | 0                       | 49   | 13   | 0    | 62         | 126        |
| % Trucks      | 1.2                     | 0    | 0    | 0    | 1.2        | 7.1                  | 1.8  | 0    | 0    | 1.9        | 0                     | 0    | 0    | 0    | 0          | 0                       | 2.2  | 1.7  | 0    | 2.1        | 1.9        |
| Pedestrians   | 0                       | 0    | 0    | 0    | 0          | 0                    | 0    | 0    | 0    | 0          | 0                     | 0    | 0    | 1    | 1          | 0                       | 0    | 0    | 0    | 0          | 1          |
| % Pedestrians | 0                       | 0    | 0    | 0    | 0          | 0                    | 0    | 0    | 0    | 0          | 0                     | 0    | 0    | 100  | 11.1       | 0                       | 0    | 0    | 0    | 0          | 0          |



# Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E

Valhalla, NY 10595

*Customer Loyalty Through Client Satisfaction*

File Name : 1-US\_RT\_6\_AT\_EAST\_MAIN\_S\_615186\_01-23-2019

Site Code :

Start Date : 1/23/2019

Page No : 2

|                                                            | E MAIN ST<br>From North |      |      |      |            | US RT 6<br>From East |      |      |      |            | US RT 6<br>From South |      |      |      |            | SERVICE RD<br>From West |      |      |      |            |            |
|------------------------------------------------------------|-------------------------|------|------|------|------------|----------------------|------|------|------|------------|-----------------------|------|------|------|------------|-------------------------|------|------|------|------------|------------|
| Start Time                                                 | Right                   | Thru | Left | Peds | App. Total | Right                | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1 |                         |      |      |      |            |                      |      |      |      |            |                       |      |      |      |            |                         |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                         |      |      |      |            |                      |      |      |      |            |                       |      |      |      |            |                         |      |      |      |            |            |
| 07:45 AM                                                   | 110                     | 0    | 0    | 0    | 110        | 1                    | 217  | 1    | 0    | 219        | 0                     | 0    | 0    | 1    | 1          | 1                       | 238  | 72   | 0    | 311        | 641        |
| 08:00 AM                                                   | 107                     | 0    | 0    | 0    | 107        | 2                    | 244  | 0    | 0    | 246        | 0                     | 0    | 0    | 0    | 0          | 1                       | 220  | 78   | 0    | 299        | 652        |
| 08:15 AM                                                   | 96                      | 0    | 0    | 0    | 96         | 1                    | 223  | 0    | 0    | 224        | 0                     | 0    | 0    | 0    | 0          | 0                       | 231  | 98   | 0    | 329        | 649        |
| 08:30 AM                                                   | 94                      | 0    | 0    | 0    | 94         | 3                    | 215  | 0    | 0    | 218        | 0                     | 0    | 0    | 0    | 0          | 0                       | 209  | 94   | 0    | 303        | 615        |
| Total Volume                                               | 407                     | 0    | 0    | 0    | 407        | 7                    | 899  | 1    | 0    | 907        | 0                     | 0    | 0    | 1    | 1          | 2                       | 898  | 342  | 0    | 1242       | 2557       |
| % App. Total                                               | 100                     | 0    | 0    | 0    |            | 0.8                  | 99.1 | 0.1  | 0    |            | 0                     | 0    | 0    | 100  |            | 0.2                     | 72.3 | 27.5 | 0    |            |            |
| PHF                                                        | .925                    | .000 | .000 | .000 | .925       | .583                 | .921 | .250 | .000 | .922       | .000                  | .000 | .000 | .250 | .250       | .500                    | .943 | .872 | .000 | .944       | .980       |
| Lights                                                     | 388                     | 0    | 0    | 0    | 388        | 6                    | 865  | 1    | 0    | 872        | 0                     | 0    | 0    | 0    | 0          | 2                       | 865  | 325  | 0    | 1192       | 2452       |
| % Lights                                                   | 95.3                    | 0    | 0    | 0    | 95.3       | 85.7                 | 96.2 | 100  | 0    | 96.1       | 0                     | 0    | 0    | 0    | 0          | 100                     | 96.3 | 95.0 | 0    | 96.0       | 95.9       |
| Buses                                                      | 14                      | 0    | 0    | 0    | 14         | 0                    | 17   | 0    | 0    | 17         | 0                     | 0    | 0    | 0    | 0          | 0                       | 19   | 11   | 0    | 30         | 61         |
| % Buses                                                    | 3.4                     | 0    | 0    | 0    | 3.4        | 0                    | 1.9  | 0    | 0    | 1.9        | 0                     | 0    | 0    | 0    | 0          | 0                       | 2.1  | 3.2  | 0    | 2.4        | 2.4        |
| Trucks                                                     | 5                       | 0    | 0    | 0    | 5          | 1                    | 17   | 0    | 0    | 18         | 0                     | 0    | 0    | 0    | 0          | 0                       | 14   | 6    | 0    | 20         | 43         |
| % Trucks                                                   | 1.2                     | 0    | 0    | 0    | 1.2        | 14.3                 | 1.9  | 0    | 0    | 2.0        | 0                     | 0    | 0    | 0    | 0          | 0                       | 1.6  | 1.8  | 0    | 1.6        | 1.7        |
| Pedestrians                                                | 0                       | 0    | 0    | 0    | 0          | 0                    | 0    | 0    | 0    | 0          | 0                     | 0    | 0    | 1    | 1          | 0                       | 0    | 0    | 0    | 0          | 1          |
| % Pedestrians                                              | 0                       | 0    | 0    | 0    | 0          | 0                    | 0    | 0    | 0    | 0          | 0                     | 0    | 0    | 100  | 100        | 0                       | 0    | 0    | 0    | 0          | 0.0        |

## Customer Loyalty Through Client Satisfaction

Page No : 1

|             | E MAIN ST<br>From North |      |      |      |            | US RT 6<br>From East |      |      |      |            | US RT 6<br>From South |      |      |      |            | SERVICE RD<br>From West |      |      |      |            |            |
|-------------|-------------------------|------|------|------|------------|----------------------|------|------|------|------------|-----------------------|------|------|------|------------|-------------------------|------|------|------|------------|------------|
| Start Time  | Right                   | Thru | Left | Peds | App. Total | Right                | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Int. Total |
| 03:30 PM    | 47                      | 0    | 0    | 0    | 47         | 2                    | 249  | 1    | 0    | 252        | 1                     | 0    | 1    | 0    | 2          | 2                       | 301  | 125  | 0    | 428        | 729        |
| 03:45 PM    | 71                      | 0    | 0    | 0    | 71         | 2                    | 259  | 0    | 0    | 261        | 5                     | 0    | 0    | 0    | 5          | 2                       | 317  | 130  | 0    | 449        | 786        |
| Total       | 118                     | 0    | 0    | 0    | 118        | 4                    | 508  | 1    | 0    | 513        | 6                     | 0    | 1    | 0    | 7          | 4                       | 618  | 255  | 0    | 877        | 1515       |
|             |                         |      |      |      |            |                      |      |      |      |            |                       |      |      |      |            |                         |      |      |      |            |            |
| 04:00 PM    | 56                      | 0    | 0    | 0    | 56         | 2                    | 293  | 0    | 0    | 295        | 5                     | 0    | 0    | 0    | 5          | 5                       | 314  | 139  | 0    | 458        | 814        |
| 04:15 PM    | 83                      | 0    | 0    | 0    | 83         | 0                    | 250  | 0    | 0    | 250        | 1                     | 1    | 1    | 0    | 3          | 0                       | 278  | 143  | 0    | 421        | 757        |
| 04:30 PM    | 72                      | 0    | 0    | 0    | 72         | 1                    | 294  | 0    | 0    | 295        | 2                     | 0    | 0    | 0    | 2          | 0                       | 329  | 134  | 0    | 463        | 832        |
| 04:45 PM    | 93                      | 0    | 1    | 0    | 94         | 1                    | 279  | 0    | 0    | 280        | 2                     | 0    | 0    | 0    | 2          | 2                       | 312  | 133  | 0    | 447        | 823        |
| Total       | 304                     | 0    | 1    | 0    | 305        | 4                    | 1116 | 0    | 0    | 1120       | 10                    | 1    | 1    | 0    | 12         | 7                       | 1233 | 549  | 0    | 1789       | 3226       |
|             |                         |      |      |      |            |                      |      |      |      |            |                       |      |      |      |            |                         |      |      |      |            |            |
| 05:00 PM    | 96                      | 0    | 0    | 0    | 96         | 1                    | 289  | 0    | 0    | 290        | 2                     | 0    | 0    | 0    | 2          | 0                       | 328  | 137  | 0    | 465        | 853        |
| 05:15 PM    | 63                      | 0    | 0    | 0    | 63         | 1                    | 267  | 0    | 0    | 268        | 1                     | 0    | 0    | 0    | 1          | 0                       | 326  | 123  | 0    | 449        | 781        |
| 05:30 PM    | 65                      | 0    | 0    | 0    | 65         | 1                    | 252  | 0    | 0    | 253        | 0                     | 0    | 2    | 0    | 2          | 0                       | 294  | 122  | 0    | 416        | 736        |
| 05:45 PM    | 47                      | 0    | 0    | 0    | 47         | 0                    | 264  | 0    | 0    | 264        | 1                     | 0    | 0    | 0    | 1          | 0                       | 294  | 131  | 0    | 425        | 737        |
| Total       | 271                     | 0    | 0    | 0    | 271        | 3                    | 1072 | 0    | 0    | 1075       | 4                     | 0    | 2    | 0    | 6          | 0                       | 1242 | 513  | 0    | 1755       | 3107       |
|             |                         |      |      |      |            |                      |      |      |      |            |                       |      |      |      |            |                         |      |      |      |            |            |
| 06:00 PM    | 58                      | 0    | 0    | 0    | 58         | 0                    | 239  | 0    | 0    | 239        | 0                     | 0    | 0    | 0    | 0          | 0                       | 278  | 121  | 0    | 399        | 696        |
| 06:15 PM    | 57                      | 0    | 0    | 0    | 57         | 1                    | 204  | 0    | 0    | 205        | 0                     | 0    | 0    | 0    | 0          | 0                       | 265  | 145  | 0    | 410        | 672        |
| Grand Total | 808                     | 0    | 1    | 0    | 809        | 12                   | 3139 | 1    | 0    | 3152       | 20                    | 1    | 4    | 0    | 25         | 11                      | 3636 | 1583 | 0    | 5230       | 9216       |
| Apprch %    | 99.9                    | 0    | 0.1  | 0    |            | 0.4                  | 99.6 | 0    | 0    |            | 80                    | 4    | 16   | 0    |            | 0.2                     | 69.5 | 30.3 | 0    |            |            |
| Total %     | 8.8                     | 0    | 0    | 0    | 8.8        | 0.1                  | 34.1 | 0    | 0    | 34.2       | 0.2                   | 0    | 0    | 0    | 0.3        | 0.1                     | 39.5 | 17.2 | 0    | 56.7       |            |
| Lights      | 794                     | 0    | 0    | 0    | 794        | 10                   | 3082 | 1    | 0    | 3093       | 20                    | 1    | 4    | 0    | 25         | 11                      | 3613 | 1576 | 0    | 5200       | 9112       |
| % Lights    | 98.3                    | 0    | 0    | 0    | 98.1       | 83.3                 | 98.2 | 100  | 0    | 98.1       | 100                   | 100  | 100  | 0    | 100        | 100                     | 99.4 | 99.6 | 0    | 99.4       | 98.9       |
| Buses       | 6                       | 0    | 0    | 0    | 6          | 1                    | 34   | 0    | 0    | 35         | 0                     | 0    | 0    | 0    | 0          | 0                       | 9    | 4    | 0    | 13         | 54         |
| % Buses     | 0.7                     | 0    | 0    | 0    | 0.7        | 8.3                  | 1.1  | 0    | 0    | 1.1        | 0                     | 0    | 0    | 0    | 0          | 0                       | 0.2  | 0.3  | 0    | 0.2        | 0.6        |
| Trucks      | 8                       | 0    | 1    | 0    | 9          | 1                    | 23   | 0    | 0    | 24         | 0                     | 0    | 0    | 0    | 0          | 0                       | 14   | 3    | 0    | 17         | 50         |
| % Trucks    | 1                       |      |      |      |            |                      |      |      |      |            |                       |      |      |      |            |                         |      |      |      |            |            |











# Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E

Valhalla, NY 10595

*Customer Loyalty Through Client Satisfaction*

File Name : 2-US\_RT\_6\_AT\_LEE\_BLVD\_615192\_01-23-2019

Site Code :

Start Date : 1/23/2019

Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

|               | LEE BLVD<br>From North |      |      |      |            | US RT 6<br>From East |      |      |      |            | LEE BLVD<br>From South |      |      |      |            | US RT 6<br>From West |      |      |      |            |            |
|---------------|------------------------|------|------|------|------------|----------------------|------|------|------|------------|------------------------|------|------|------|------------|----------------------|------|------|------|------------|------------|
| Start Time    | Right                  | Thru | Left | Peds | App. Total | Right                | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right                | Thru | Left | Peds | App. Total | Int. Total |
| 06:30 AM      | 40                     | 7    | 6    | 0    | 53         | 6                    | 131  | 0    | 0    | 137        | 0                      | 6    | 9    | 0    | 15         | 10                   | 71   | 8    | 0    | 89         | 294        |
| 06:45 AM      | 41                     | 8    | 5    | 0    | 54         | 12                   | 149  | 1    | 0    | 162        | 1                      | 17   | 35   | 0    | 53         | 24                   | 73   | 13   | 0    | 110        | 379        |
| Total         | 81                     | 15   | 11   | 0    | 107        | 18                   | 280  | 1    | 0    | 299        | 1                      | 23   | 44   | 0    | 68         | 34                   | 144  | 21   | 0    | 199        | 673        |
| 07:00 AM      | 55                     | 12   | 8    | 0    | 75         | 17                   | 205  | 1    | 0    | 223        | 3                      | 18   | 50   | 0    | 71         | 28                   | 98   | 12   | 0    | 138        | 507        |
| 07:15 AM      | 51                     | 8    | 7    | 0    | 66         | 19                   | 174  | 1    | 0    | 194        | 2                      | 18   | 16   | 0    | 36         | 28                   | 128  | 17   | 0    | 173        | 469        |
| 07:30 AM      | 43                     | 15   | 9    | 0    | 67         | 16                   | 148  | 0    | 0    | 164        | 0                      | 13   | 28   | 0    | 41         | 39                   | 150  | 12   | 0    | 201        | 473        |
| 07:45 AM      | 35                     | 14   | 6    | 0    | 55         | 17                   | 163  | 2    | 0    | 182        | 0                      | 20   | 25   | 0    | 45         | 45                   | 161  | 20   | 0    | 226        | 508        |
| Total         | 184                    | 49   | 30   | 0    | 263        | 69                   | 690  | 4    | 0    | 763        | 5                      | 69   | 119  | 0    | 193        | 140                  | 537  | 61   | 0    | 738        | 1957       |
| 08:00 AM      | 54                     | 20   | 9    | 0    | 83         | 22                   | 161  | 0    | 0    | 183        | 0                      | 14   | 27   | 0    | 41         | 52                   | 149  | 16   | 0    | 217        | 524        |
| 08:15 AM      | 40                     | 11   | 11   | 0    | 62         | 17                   | 161  | 3    | 0    | 181        | 0                      | 24   | 30   | 0    | 54         | 44                   | 161  | 25   | 0    | 230        | 527        |
| 08:30 AM      | 47                     | 17   | 11   | 0    | 75         | 24                   | 134  | 4    | 0    | 162        | 3                      | 22   | 34   | 0    | 59         | 39                   | 148  | 31   | 0    | 218        | 514        |
| 08:45 AM      | 38                     | 15   | 7    | 0    | 60         | 22                   | 160  | 3    | 1    | 186        | 2                      | 19   | 29   | 1    | 51         | 48                   | 127  | 30   | 0    | 205        | 502        |
| Total         | 179                    | 63   | 38   | 0    | 280        | 85                   | 616  | 10   | 1    | 712        | 5                      | 79   | 120  | 1    | 205        | 183                  | 585  | 102  | 0    | 870        | 2067       |
| 09:00 AM      | 51                     | 10   | 13   | 0    | 74         | 27                   | 114  | 2    | 0    | 143        | 2                      | 21   | 22   | 0    | 45         | 41                   | 108  | 30   | 0    | 179        | 441        |
| 09:15 AM      | 37                     | 15   | 16   | 0    | 68         | 34                   | 111  | 9    | 0    | 154        | 1                      | 21   | 39   | 0    | 61         | 39                   | 106  | 25   | 0    | 170        | 453        |
| Grand Total   | 532                    | 152  | 108  | 0    | 792        | 233                  | 1811 | 26   | 1    | 2071       | 14                     | 213  | 344  | 1    | 572        | 437                  | 1480 | 239  | 0    | 2156       | 5591       |
| Apprch %      | 67.2                   | 19.2 | 13.6 | 0    |            | 11.3                 | 87.4 | 1.3  | 0    |            | 2.4                    | 37.2 | 60.1 | 0.2  |            | 20.3                 | 68.6 | 11.1 | 0    |            |            |
| Total %       | 9.5                    | 2.7  | 1.9  | 0    | 14.2       | 4.2                  | 32.4 | 0.5  | 0    | 37         | 0.3                    | 3.8  | 6.2  | 0    | 10.2       | 7.8                  | 26.5 | 4.3  | 0    | 38.6       |            |
| Lights        | 525                    | 143  | 98   | 0    | 766        | 226                  | 1747 | 25   | 0    | 1998       | 12                     | 208  | 331  | 0    | 551        | 408                  | 1416 | 227  | 0    | 2051       | 5366       |
| % Lights      | 98.7                   | 94.1 | 90.7 | 0    | 96.7       | 97                   | 96.5 | 96.2 | 0    | 96.5       | 85.7                   | 97.7 | 96.2 | 0    | 96.3       | 93.4                 | 95.7 | 95   | 0    | 95.1       | 96         |
| Buses         | 4                      | 5    | 2    | 0    | 11         | 0                    | 25   | 0    | 0    | 25         | 1                      | 3    | 7    | 0    | 11         | 17                   | 37   | 5    | 0    | 59         | 106        |
| % Buses       | 0.8                    | 3.3  | 1.9  | 0    | 1.4        | 0                    | 1.4  | 0    | 0    | 1.2        | 7.1                    | 1.4  | 2    | 0    | 1.9        | 3.9                  | 2.5  | 2.1  | 0    | 2.7        | 1.9        |
| Trucks        | 3                      | 4    | 8    | 0    | 15         | 7                    | 39   | 1    | 0    | 47         | 1                      | 2    | 6    | 0    | 9          | 12                   | 27   | 7    | 0    | 46         | 117        |
| % Trucks      | 0.6                    | 2.6  | 7.4  | 0    | 1.9        | 3                    | 2.2  | 3.8  | 0    | 2.3        | 7.1                    | 0.9  | 1.7  | 0    | 1.6        | 2.7                  | 1.8  | 2.9  | 0    | 2.1        | 2.1        |
| Pedestrians   | 0                      | 0    | 0    | 0    | 0          | 0                    | 0    | 0    | 1    | 1          | 0                      | 0    | 0    | 1    | 1          | 0                    | 0    | 0    | 0    | 0          | 2          |
| % Pedestrians | 0                      | 0    | 0    | 0    | 0          | 0                    | 0    | 0    | 100  | 0          | 0                      | 0    | 0    | 100  | 0.2        | 0                    | 0    | 0    | 0    | 0          | 0          |





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|             | LEE BLVD<br>From North |      |      |      |            | US RT 6<br>From East |      |      |      |            | LEE BLVD<br>From South |      |      |      |            | US RT 6<br>From West |      |      |      |            |            |
|-------------|------------------------|------|------|------|------------|----------------------|------|------|------|------------|------------------------|------|------|------|------------|----------------------|------|------|------|------------|------------|
| Start Time  | Right                  | Thru | Left | Peds | App. Total | Right                | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right                | Thru | Left | Peds | App. Total | Int. Total |
| 03:30 PM    | 49                     | 38   | 15   | 0    | 102        | 24                   | 139  | 5    | 0    | 168        | 7                      | 32   | 60   | 0    | 99         | 66                   | 186  | 49   | 0    | 301        | 670        |
| 03:45 PM    | 54                     | 30   | 20   | 0    | 104        | 25                   | 128  | 2    | 0    | 155        | 11                     | 39   | 68   | 0    | 118        | 74                   | 188  | 61   | 0    | 323        | 700        |
| Total       | 103                    | 68   | 35   | 0    | 206        | 49                   | 267  | 7    | 0    | 323        | 18                     | 71   | 128  | 0    | 217        | 140                  | 374  | 110  | 0    | 624        | 1370       |
| 04:00 PM    | 63                     | 35   | 28   | 0    | 126        | 30                   | 153  | 6    | 0    | 189        | 5                      | 42   | 77   | 0    | 124        | 71                   | 211  | 47   | 0    | 329        | 768        |
| 04:15 PM    | 39                     | 19   | 14   | 0    | 72         | 26                   | 160  | 4    | 0    | 190        | 5                      | 39   | 57   | 0    | 101        | 68                   | 174  | 42   | 0    | 284        | 647        |
| 04:30 PM    | 56                     | 42   | 16   | 0    | 114        | 28                   | 160  | 4    | 0    | 192        | 5                      | 35   | 82   | 0    | 122        | 73                   | 187  | 59   | 0    | 319        | 747        |
| 04:45 PM    | 46                     | 31   | 28   | 0    | 105        | 27                   | 149  | 5    | 0    | 181        | 9                      | 34   | 84   | 0    | 127        | 61                   | 171  | 54   | 0    | 286        | 699        |
| Total       | 204                    | 127  | 86   | 0    | 417        | 111                  | 622  | 19   | 0    | 752        | 24                     | 150  | 300  | 0    | 474        | 273                  | 743  | 202  | 0    | 1218       | 2861       |
| 05:00 PM    | 55                     | 43   | 22   | 0    | 120        | 26                   | 157  | 4    | 1    | 188        | 5                      | 24   | 77   | 0    | 106        | 87                   | 184  | 55   | 0    | 326        | 740        |
| 05:15 PM    | 47                     | 35   | 18   | 0    | 100        | 23                   | 153  | 4    | 0    | 180        | 7                      | 36   | 69   | 0    | 112        | 82                   | 171  | 39   | 0    | 292        | 684        |
| 05:30 PM    | 45                     | 21   | 20   | 0    | 86         | 16                   | 160  | 3    | 1    | 180        | 11                     | 30   | 52   | 0    | 93         | 60                   | 206  | 45   | 0    | 311        | 670        |
| 05:45 PM    | 52                     | 28   | 8    | 0    | 88         | 20                   | 153  | 5    | 0    | 178        | 15                     | 31   | 65   | 0    | 111        | 69                   | 195  | 44   | 0    | 308        | 685        |
| Total       | 199                    | 127  | 68   | 0    | 394        | 85                   | 623  | 16   | 2    | 726        | 38                     | 121  | 263  | 0    | 422        | 298                  | 756  | 183  | 0    | 1237       | 2779       |
| 06:00 PM    | 64                     | 23   | 29   | 0    | 116        | 15                   | 131  | 5    | 0    | 151        | 11                     | 24   | 68   | 0    | 103        | 70                   | 199  | 38   | 0    | 307        | 677        |
| 06:15 PM    | 51                     | 16   | 14   | 0    | 81         | 15                   | 119  | 5    | 0    | 139        | 7                      | 27   | 47   | 0    | 81         | 63                   | 193  | 37   | 0    | 293        | 594        |
| Grand Total | 621                    | 361  | 232  | 0    | 1214       | 275                  | 1762 | 52   | 2    | 2091       | 98                     | 393  | 806  | 0    | 1297       | 844                  | 2265 | 570  | 0    | 3679       | 8281       |
| Apprch %    | 51.2                   | 29.7 | 19.1 | 0    |            | 13.2                 | 84.3 | 2.5  | 0.1  |            | 7.6                    | 30.3 | 62.1 | 0    |            | 22.9                 | 61.6 | 15.5 | 0    |            |            |
| Total %     | 7.5                    | 4.4  | 2.8  | 0    | 14.7       | 3.3                  | 21.3 | 0.6  | 0    | 25.3       | 1.2                    | 4.7  | 9.7  | 0    | 15.7       | 10.2                 | 27.4 | 6.9  | 0    | 44.4       |            |
| Lights      | 613                    | 358  | 232  | 0    | 1203       | 270                  | 1719 | 52   | 0    | 2041       | 97                     | 389  | 796  | 0    | 1282       | 843                  | 2242 | 566  | 0    | 3651       | 8177       |
| % Lights    | 98.7                   | 99.2 | 100  | 0    | 99.1       | 98.2                 | 97.6 | 100  | 0    | 97.6       | 99                     | 99   | 98.8 | 0    | 98.8       | 99.9                 | 99   | 99.3 | 0    | 99.2       | 98.7       |
| Buses       | 6                      | 1    | 0    | 0    | 7          | 2                    | 25   | 0    | 0    | 27         | 0                      | 3    | 5    | 0    | 8          | 1                    | 9    | 3    | 0    | 13         | 55         |
| % Buses     | 1                      | 0.3  | 0    | 0    | 0.6        | 0.7                  | 1.4  | 0    | 0    | 1.3        | 0                      | 0.8  | 0.6  | 0    | 0.6        | 0.1                  | 0.4  | 0.5  | 0    | 0.4        | 0.7        |
| Trucks      | 2                      | 2    | 0    | 0    | 4          | 3                    | 18   | 0    | 0    | 21         | 1                      | 1    | 5    | 0    | 7          | 0                    | 14   | 1    | 0    | 15         | 47         |
| % Trucks    | 0.3                    | 0.6  | 0    | 0    | 0.3        | 1.1                  | 1    | 0    | 0    | 1          | 1                      | 0.3  | 0.6  | 0    | 0          |                      |      |      |      |            |            |

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[illegible]

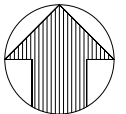
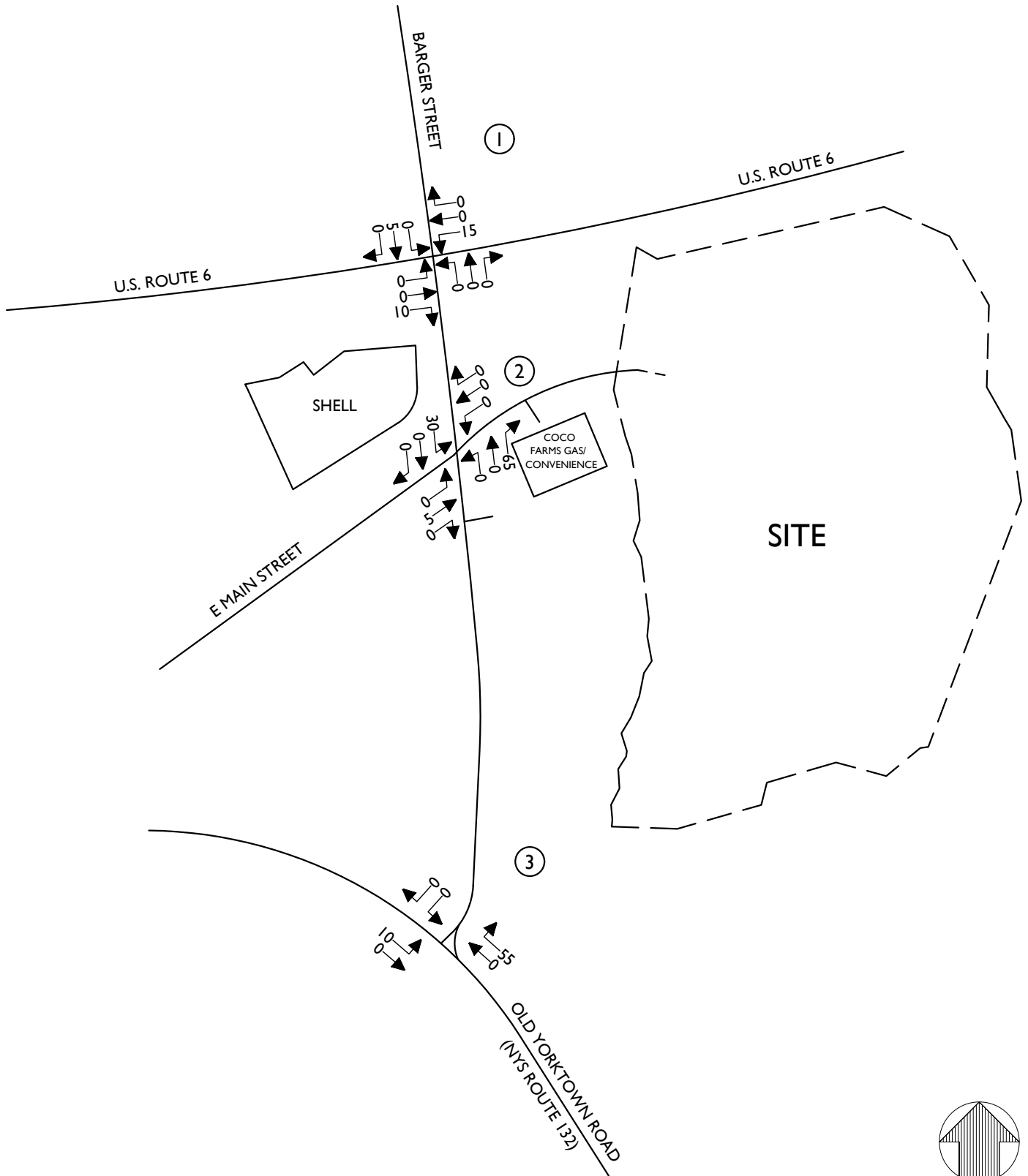
Table No. 1  
Hourly Trip Generation Rates (HTGR) and  
Anticipated Site Generated Traffic Volumes

| Shrub Oak Multi-Family<br>Yorktown, New York | Entry             |        | Exit              |        | Total Volume |
|----------------------------------------------|-------------------|--------|-------------------|--------|--------------|
|                                              | HTGR <sup>1</sup> | Volume | HTGR <sup>1</sup> | Volume |              |
| <b>Residential</b><br>(150 dwelling units)   |                   |        |                   |        |              |
| Peak AM Hour                                 | 0.13              | 19     | 0.41              | 61     | 80           |
| Peak PM Hour                                 | 0.40              | 61     | 0.25              | 37     | 98           |

NOTES:

- 1) THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 11TH EDITION, 2021. ITE LAND USE CODE - 220 - MULTIFAMILY HOUSING.

Uses LUC 220 peak hour of generator rates, fitted curve



NOTE: LINE DIAGRAM NOT TO SCALE



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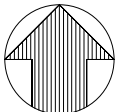
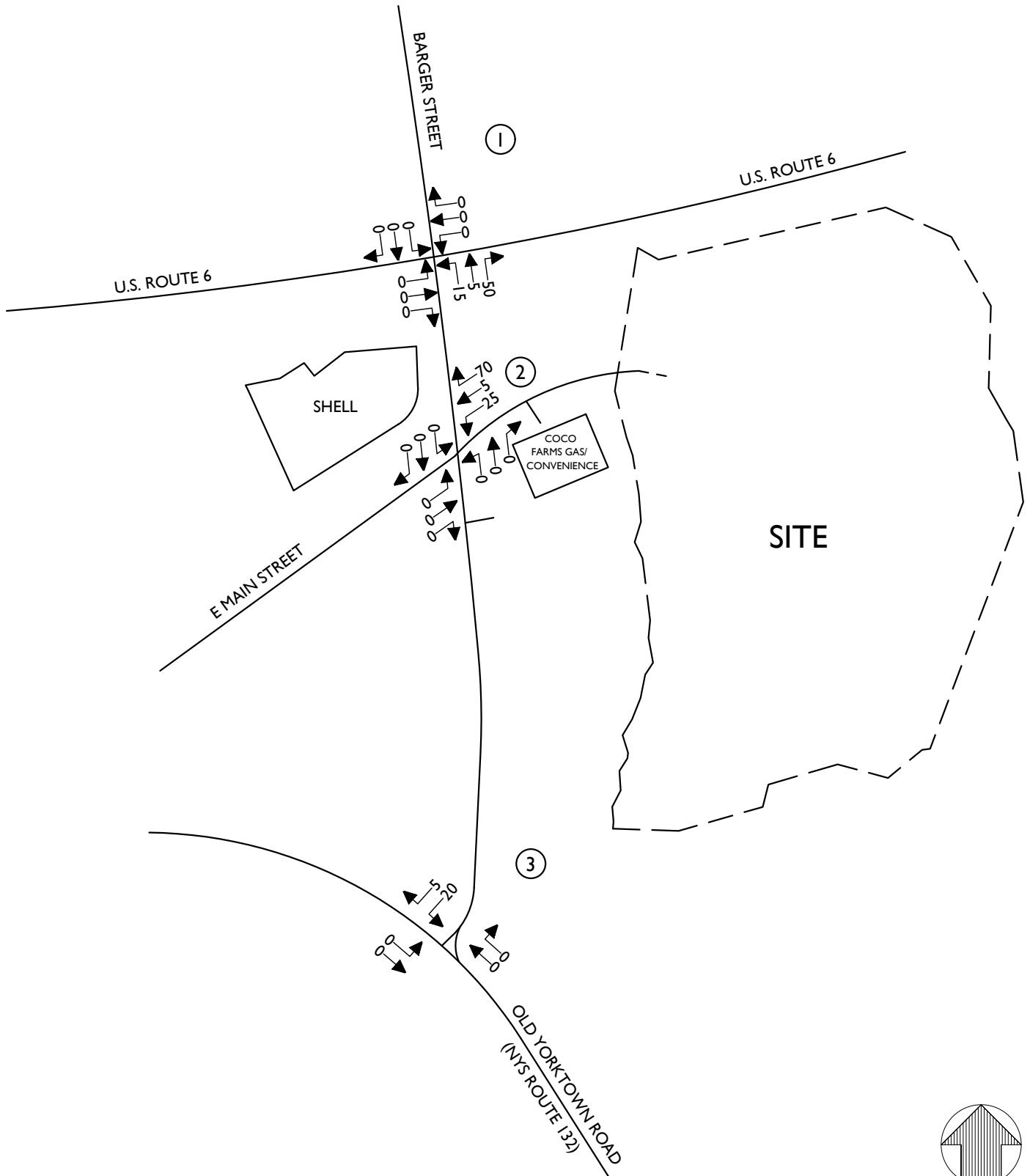
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## TRAFFIC IMPACT STUDY

| SCALE:          | DATE:             | DRAWN BY: | CHECKED BY: |
|-----------------|-------------------|-----------|-------------|
| AS SHOWN        | 7/1/2019          | D.J.D.    | J.T.C.      |
| PROJECT NUMBER: | DRAWING NAME:     |           |             |
| 18000983A       | 230403_RH_FIGURES |           |             |

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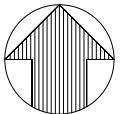
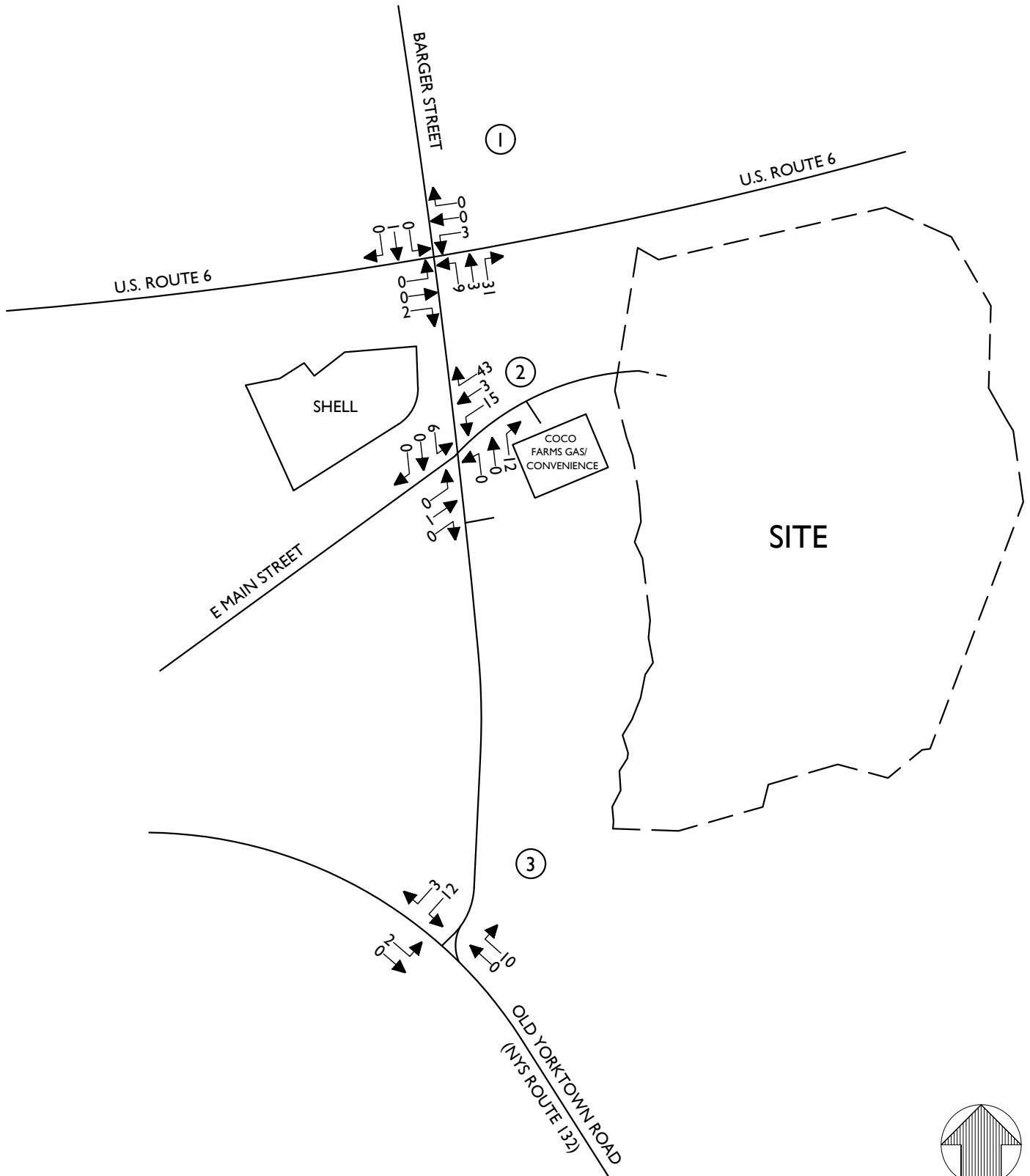
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|------------------------------|------------------------------------|---------------------|-----------------------|
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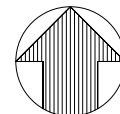
|                              |                                    |
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| PROJECT NUMBER:<br>18000983A | DRAWING NAME:<br>230403_RH_FIGURES |
|------------------------------|------------------------------------|

SHEET TITLE:

**SITE GENERATED TRAFFIC VOLUMES  
WEEKDAY PEAK AM HOUR**

SHEET NUMBER:

**FIGURE NO. 12**



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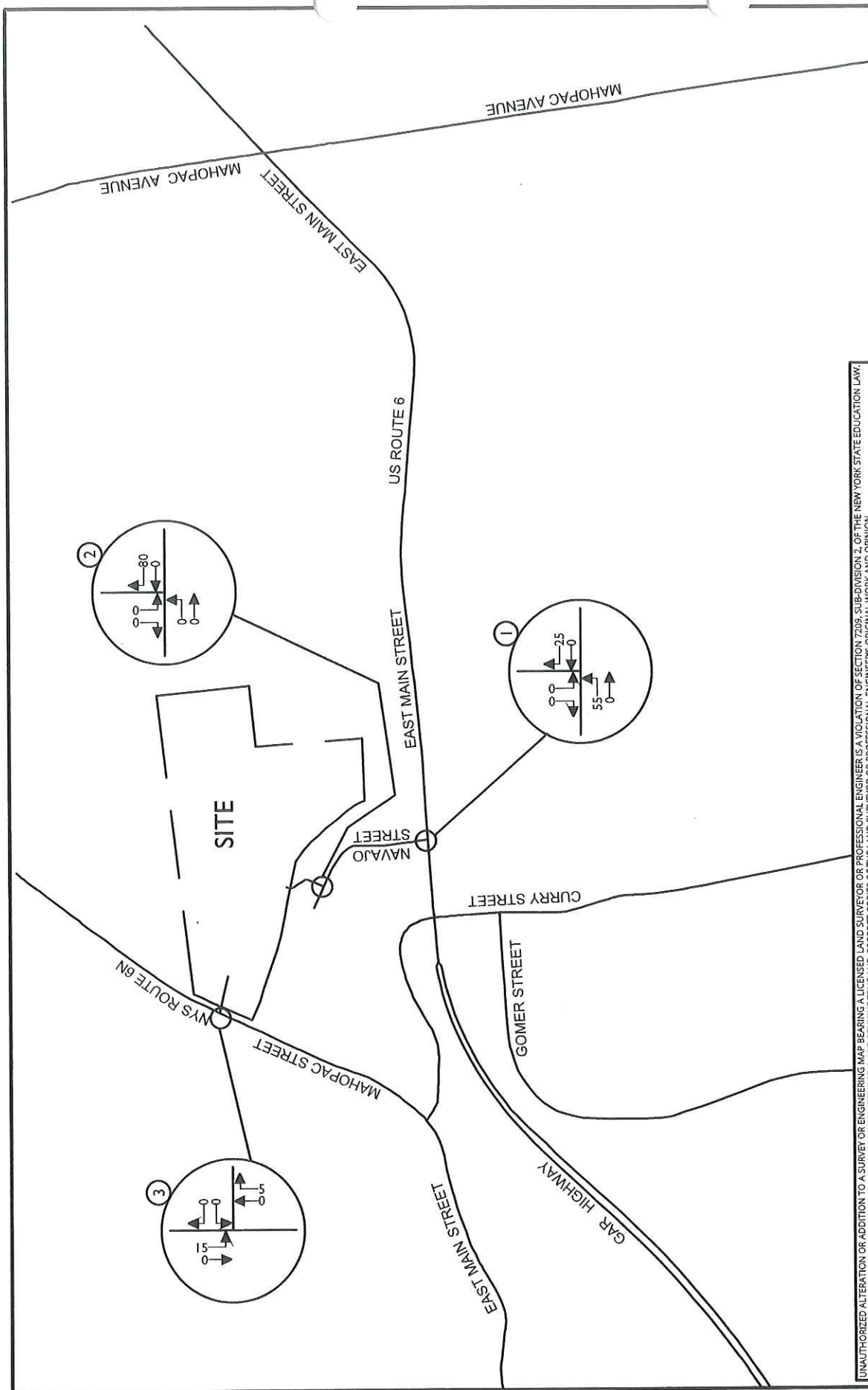
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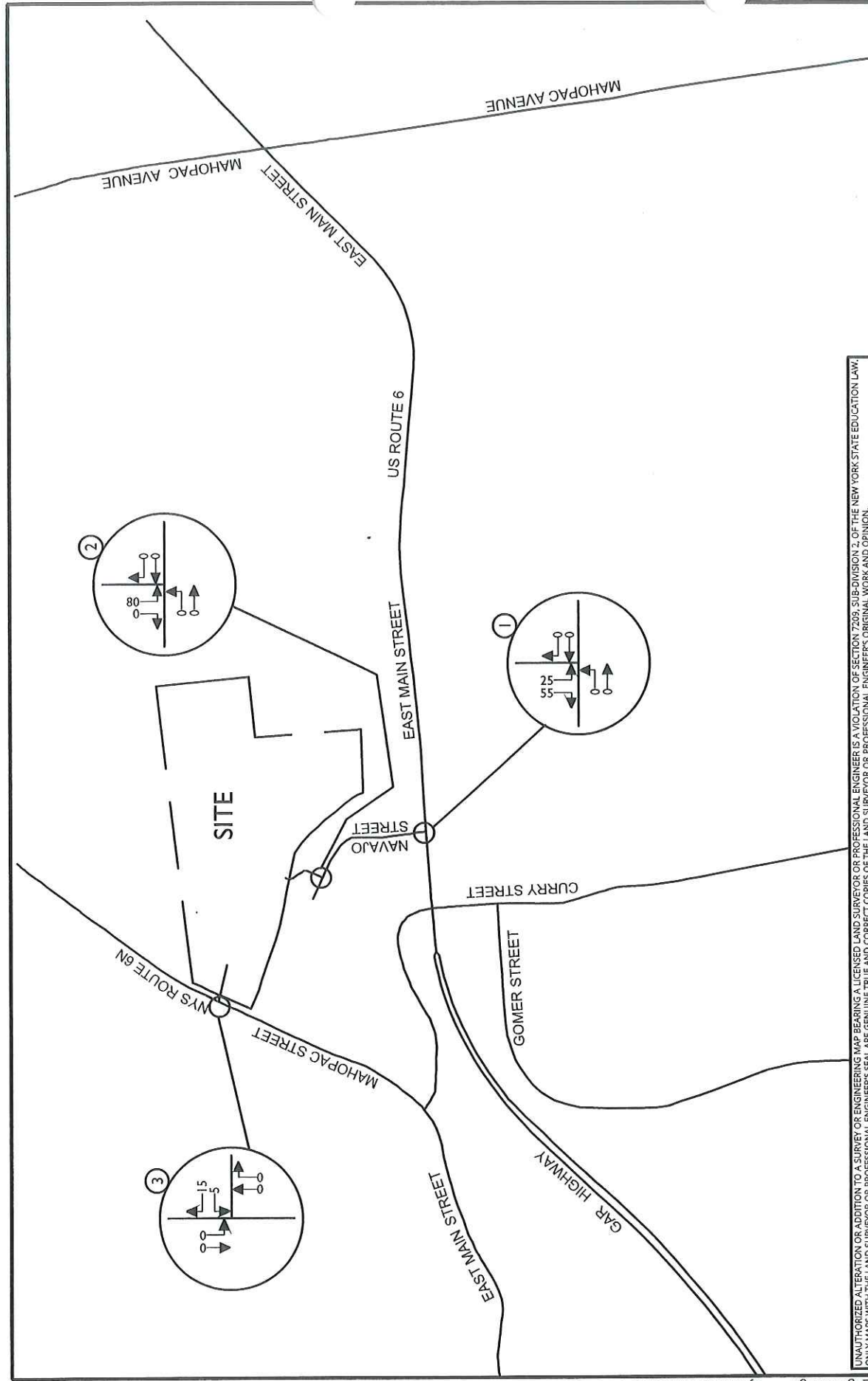
## FIGURE NO. 13





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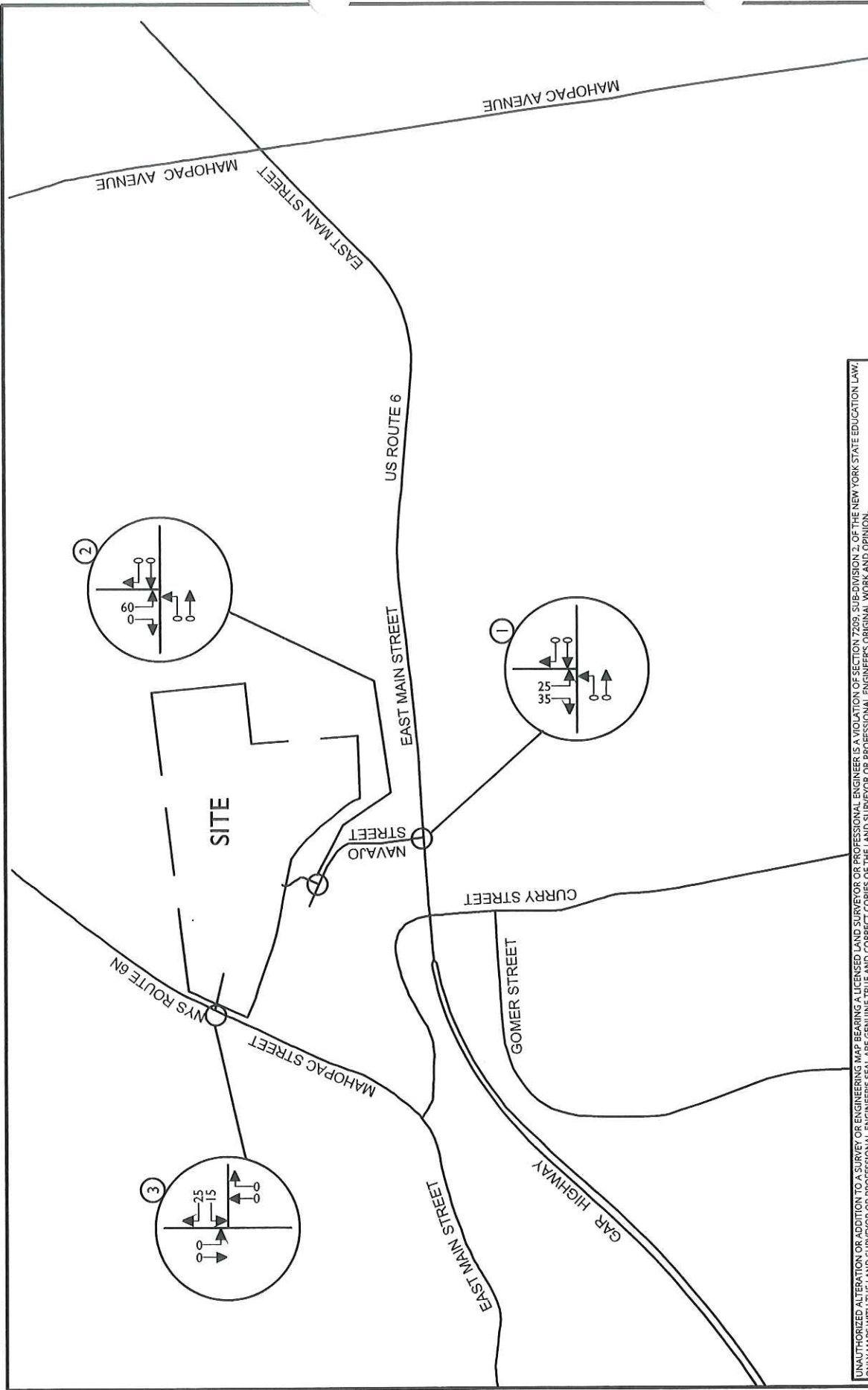
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PROJECT NUMBER: 230612PTV FIGURES: 1230612PTV, FIGURES  
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RESIDENTIAL DEPARTMENT  
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SHEET NUMBER: 7

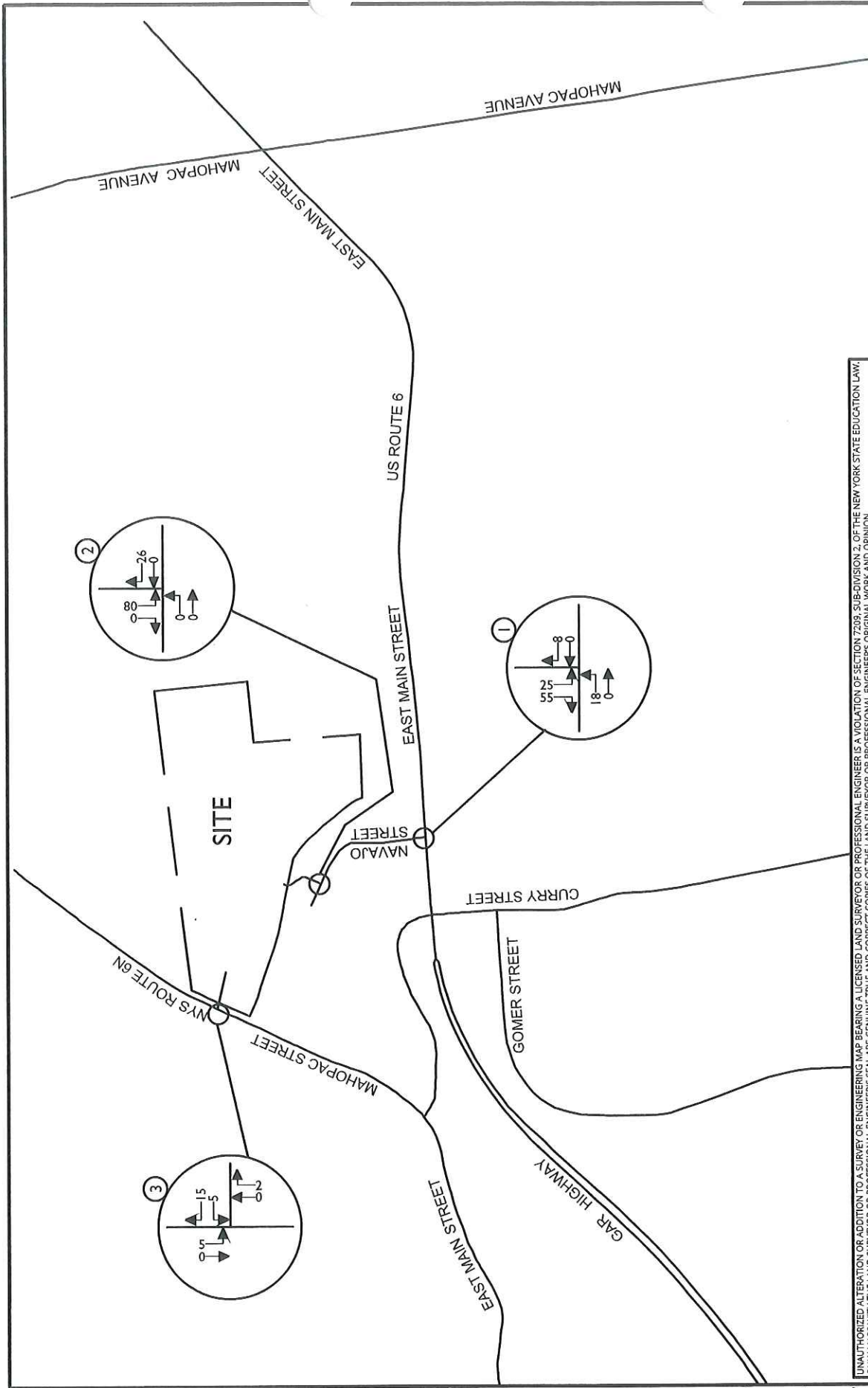






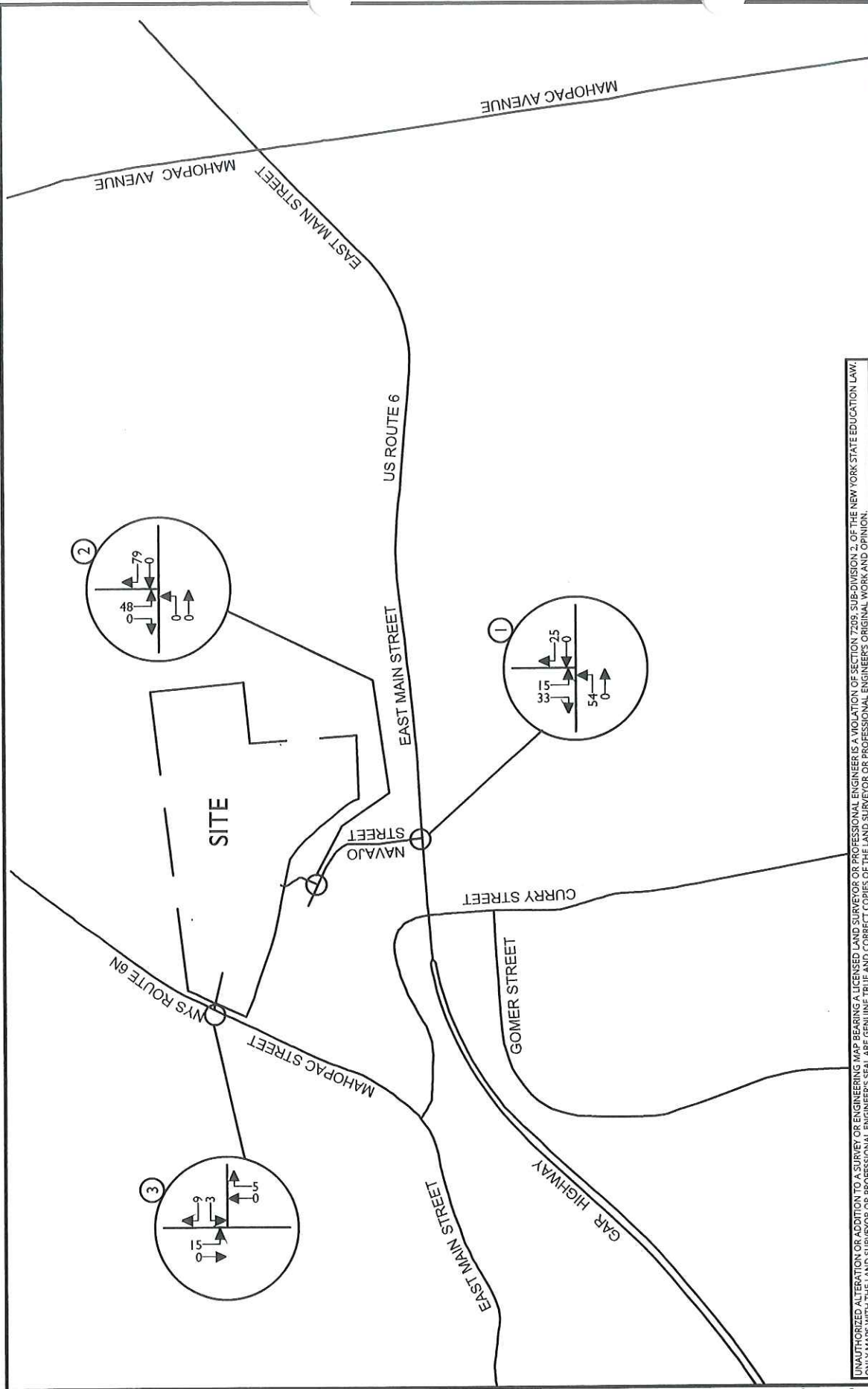
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| REV | DATE | DRAWN BY                                                                                                                                 | DESCRIPTION |                                                                                                    |  |                                                                                                                                                                                                                                      |  |                                                                                                                                                                                                                                                                                |  |
| 1   |      |                                                                                                                                          |             |                                                                                                    |  |                                                                                                                                                                                                                                      |  |                                                                                                                                                                                                                                                                                |  |
| 2   |      |                                                                                                                                          |             |                                                                                                    |  |                                                                                                                                                                                                                                      |  |                                                                                                                                                                                                                                                                                |  |
| 3   |      |                                                                                                                                          |             |                                                                                                    |  |                                                                                                                                                                                                                                      |  |                                                                                                                                                                                                                                                                                |  |

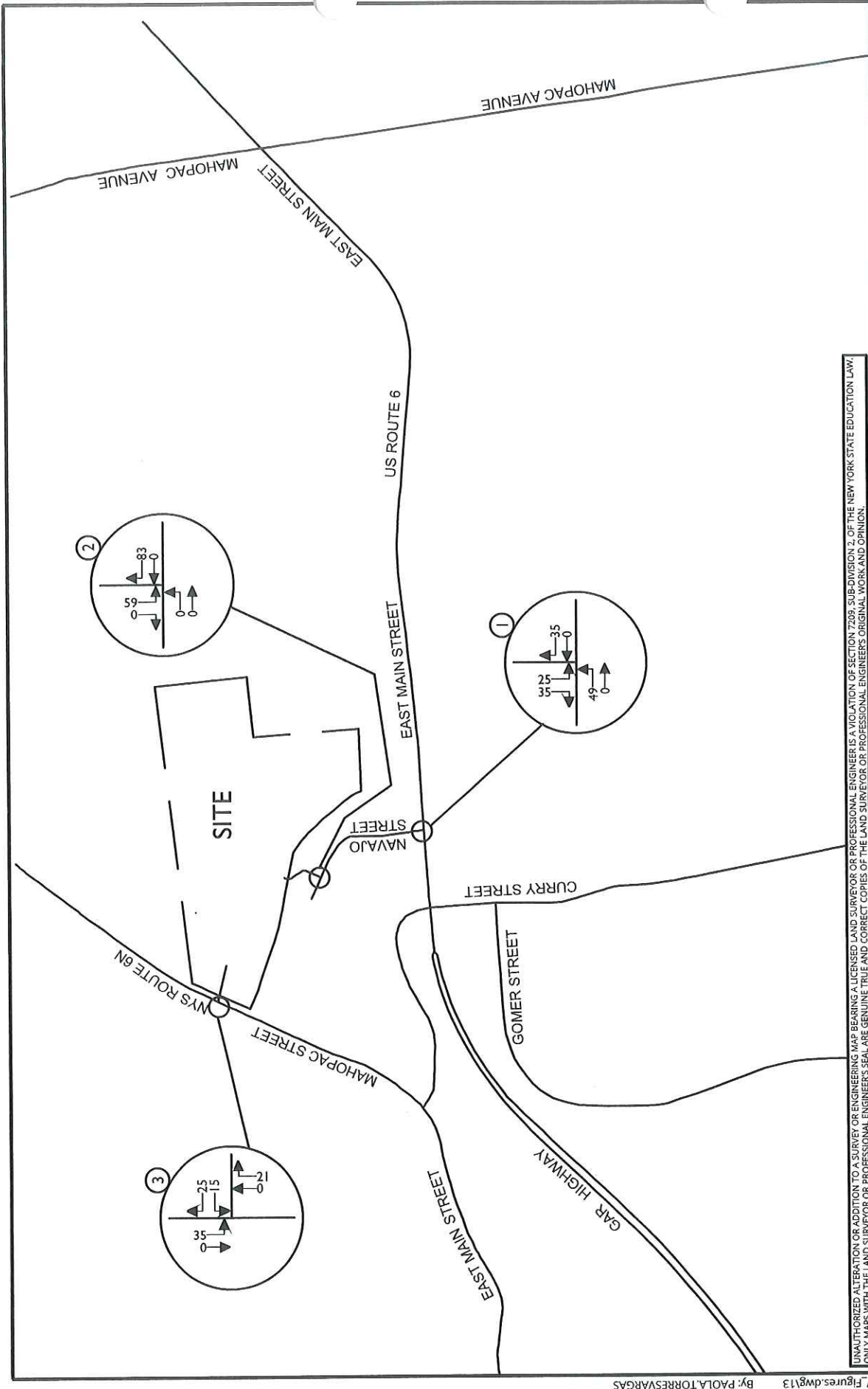


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| REV | DATE | DRAWN BY                                                                                           | DESCRIPTION | SCALE                       | DATE                    |
| 1   |      |                                                                                                    |             | AS SHOWN                    | 06/12/23                |
| 2   |      |                                                                                                    |             | DRAWN BY                    | PTV                     |
| 3   |      |                                                                                                    |             | PROJECT NUMBER              | 230612PTV FIGURES       |
| 4   |      |                                                                                                    |             | SHEET TITLE                 | FIELD BOOK 3X           |
| 5   |      |                                                                                                    |             | OTHER USES SITE GENERATED   | TRAFFIC VOLUMES WEEKDAY |
| 6   |      |                                                                                                    |             | PEAK PM HOUR                |                         |
| 7   |      |                                                                                                    |             | SHEET NUMBER                | 13                      |

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800 East Main Street Redevelopment - Queue Summary Table

| Lane Group | Storage Length (ft) | Weekday AM Peak Hour                                                 |                         |                         |                         |                         |                         |                             |                         |
|------------|---------------------|----------------------------------------------------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-----------------------------|-------------------------|
|            |                     | Existing                                                             |                         | No Action               |                         | With Action             |                         | With Action With Mitigation |                         |
|            |                     | Queue Length 50th% (ft)                                              | Queue Length 95th% (ft) | Queue Length 50th% (ft) | Queue Length 95th% (ft) | Queue Length 50th% (ft) | Queue Length 95th% (ft) | Queue Length 50th% (ft)     | Queue Length 95th% (ft) |
|            |                     | 1: Barger Street & US Route 6                                        |                         |                         |                         |                         |                         |                             |                         |
| EBL        | 200                 | 4                                                                    | 9                       | 4                       | 10                      | 4                       | 10                      |                             |                         |
| EBTR       | 1280                | 357                                                                  | #598                    | 394                     | #665                    | 396                     | #667                    |                             |                         |
| WBL        | 335                 | 85                                                                   | #200                    | 85                      | #210                    | 83                      | #208                    |                             |                         |
| WBTR       | 540                 | 90                                                                   | 238                     | 90                      | 247                     | 88                      | 249                     |                             |                         |
| NBLT       | 125                 | 61                                                                   | 108                     | 70                      | 116                     | 70                      | 116                     |                             |                         |
| NBR        | 100                 | 0                                                                    | 49                      | 0                       | 52                      | 0                       | 52                      |                             |                         |
| SBL        | 105                 | 32                                                                   | 50                      | 32                      | 49                      | 32                      | 49                      |                             |                         |
| SBTR       | 245                 | 21                                                                   | 39                      | 22                      | 40                      | 22                      | 40                      |                             |                         |
|            |                     | 2: US Route 6 & Taconic State Parkway SB Ramps                       |                         |                         |                         |                         |                         |                             |                         |
| EBT        | 550                 | 190                                                                  | 106                     | 185                     | m114                    | 168                     | m115                    |                             |                         |
| EBR        | 325                 | 0                                                                    | m0                      | 0                       | m0                      | 0                       | m0                      |                             |                         |
| WBT        | 830                 | 54                                                                   | 93                      | 65                      | 112                     | 70                      | 120                     |                             |                         |
| WBR        | 600                 | 26                                                                   | 58                      | 34                      | 152                     | 38                      | 153                     |                             |                         |
| SBL        | 130                 | 78                                                                   | 114                     | 97                      | 134                     | 109                     | 146                     |                             |                         |
| SBR        | 130                 | 21                                                                   | 61                      | 34                      | 74                      | 35                      | 74                      |                             |                         |
|            |                     | 3: Taconic State Parkway NB Ramps & US Route 6                       |                         |                         |                         |                         |                         |                             |                         |
| EBT        | 810                 | 219                                                                  | 192                     | 223                     | 237                     | 227                     | 250                     |                             |                         |
| EBR        | 550                 | 2                                                                    | 5                       | 1                       | 7                       | 1                       | 8                       |                             |                         |
| WBL        | 150                 | 4                                                                    | 12                      | 8                       | 20                      | 10                      | 25                      |                             |                         |
| WBT        | 630                 | 126                                                                  | 208                     | 144                     | 239                     | 150                     | 248                     |                             |                         |
| NBL        | 440                 | 38                                                                   | 77                      | 40                      | 79                      | 40                      | 79                      |                             |                         |
| NBR        | 280                 | 83                                                                   | 118                     | 94                      | 128                     | 100                     | 135                     |                             |                         |
|            |                     | 4: E Main Street & US Route 6                                        |                         |                         |                         |                         |                         |                             |                         |
| EBL        | 150                 |                                                                      | 100                     |                         | 135                     |                         | 188                     | 121                         | 180                     |
| EBTR       | 625                 |                                                                      | 0                       |                         | 0                       |                         | 0                       | 15                          | 158                     |
| WBL        | 140                 |                                                                      | 0                       |                         | 3                       |                         | 3                       | 3                           | 14                      |
| WBTR       | 780                 |                                                                      | 0                       |                         | 0                       |                         | 0                       | 383                         | #532                    |
| NBLTR      | 40                  |                                                                      | 0                       |                         | 0                       |                         | 0                       | 0                           | 0                       |
| SBLTR      | 100                 |                                                                      | 795                     |                         | 1065                    |                         | 1598                    | 276                         | 429                     |
|            |                     | 5: E Main Street & Old Rt 6                                          |                         |                         |                         |                         |                         |                             |                         |
| EBTR       | 400                 |                                                                      |                         |                         |                         |                         | 23                      | 14                          | 0                       |
| WBLT       | 300                 |                                                                      |                         |                         |                         |                         | 0                       | 194                         | 299                     |
| NBL        | 100                 |                                                                      |                         |                         |                         |                         | 0                       | 32                          | m51                     |
| NBR        | 100                 |                                                                      |                         |                         |                         |                         |                         | 4                           | m0                      |
|            |                     | 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6                    |                         |                         |                         |                         |                         |                             |                         |
| EBL        | 415                 | 25                                                                   | 60                      | 26                      | 67                      | 26                      | 67                      |                             |                         |
| EBT        | 785                 | 105                                                                  | 234                     | 123                     | 275                     | 123                     | 276                     |                             |                         |
| EBR        | 335                 | 0                                                                    | 39                      | 0                       | 40                      | 0                       | 40                      |                             |                         |
| WBL        | 280                 | 0                                                                    | 4                       | 0                       | 4                       | 0                       | 4                       |                             |                         |
| WBTR       | 2235                | 203                                                                  | #345                    | 244                     | #441                    | 245                     | #443                    |                             |                         |
| NBL        | 350                 | 36                                                                   | 70                      | 37                      | 73                      | 37                      | 73                      |                             |                         |
| NBTR       | 490                 | 34                                                                   | 81                      | 35                      | 85                      | 35                      | 85                      |                             |                         |
| SBL        | 150                 | 20                                                                   | 51                      | 21                      | 52                      | 21                      | 52                      |                             |                         |
| SBT        | 150                 | 33                                                                   | 72                      | 35                      | 75                      | 35                      | 75                      |                             |                         |
| SBR        | 150                 | 0                                                                    | 52                      | 0                       | 53                      | 0                       | 53                      |                             |                         |
|            |                     | 7: Lee Boulevard / Lee Road & E Main Street                          |                         |                         |                         |                         |                         |                             |                         |
| EBTR       | 190                 |                                                                      | 0                       |                         | 0                       |                         | 0                       |                             |                         |
| WBLT       | 200                 |                                                                      | 10                      |                         | 10                      |                         | 10                      |                             |                         |
| NBLR       | 125                 |                                                                      | 15                      |                         | 18                      |                         | 18                      |                             |                         |
| SBLTR      | 20                  |                                                                      |                         |                         | 3                       |                         | 3                       |                             |                         |
|            |                     | 8: Hill Boulevard & US Route 6                                       |                         |                         |                         |                         |                         |                             |                         |
| EBL        | 280                 | 3                                                                    | 14                      | 5                       | 18                      | 5                       | 18                      |                             |                         |
| EBTR       | 2265                | 130                                                                  | 220                     | 149                     | 249                     | 150                     | 250                     |                             |                         |
| WBL        | 400                 | 10                                                                   | 30                      | 10                      | 30                      | 10                      | 30                      |                             |                         |
| WBTR       | 5150                | 102                                                                  | 235                     | 122                     | 280                     | 123                     | 281                     |                             |                         |
| NBL        | 85                  | 20                                                                   | 59                      | 22                      | 61                      | 22                      | 61                      |                             |                         |
| NBT        | 530                 | 10                                                                   | 36                      | 11                      | 38                      | 11                      | 38                      |                             |                         |
| NBR        | 100                 | 0                                                                    | 14                      | 0                       | 15                      | 0                       | 15                      |                             |                         |
| SBL        | 100                 | 4                                                                    | 17                      | 4                       | 18                      | 4                       | 18                      |                             |                         |
| SBTR       | 250                 | 25                                                                   | 67                      | 28                      | 72                      | 29                      | 72                      |                             |                         |
|            |                     | 9: Hill Boulevard/Old Jefferson Valley Hill Road (W) & E Main Street |                         |                         |                         |                         |                         |                             |                         |
| EBLTR      | 2015                |                                                                      | 0                       |                         | 0                       |                         | 0                       |                             |                         |
| WBLTR      | 60                  |                                                                      | 5                       |                         | 5                       |                         | 5                       |                             |                         |
| NBLTR      | 1390                |                                                                      | 5                       |                         | 8                       |                         | 8                       |                             |                         |
| SBLTR      | 30                  |                                                                      | 0                       |                         | 0                       |                         | 0                       |                             |                         |

800 East Main Street Redevelopment - Queue Summary Table

| Lane Group | Storage Length (ft) | Weekday PM Peak Hour                                                 |                         |                         |                         |                         |                         |                             |                         |
|------------|---------------------|----------------------------------------------------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-----------------------------|-------------------------|
|            |                     | Existing                                                             |                         | No Action               |                         | With Action             |                         | With Action With Mitigation |                         |
|            |                     | Queue Length 50th% (ft)                                              | Queue Length 95th% (ft) | Queue Length 50th% (ft) | Queue Length 95th% (ft) | Queue Length 50th% (ft) | Queue Length 95th% (ft) | Queue Length 50th% (ft)     | Queue Length 95th% (ft) |
|            |                     | 1: Barger Street & US Route 6                                        |                         |                         |                         |                         |                         |                             |                         |
| EBL        | 200                 | 2                                                                    | 5                       | 1                       | 5                       | 1                       | 5                       |                             |                         |
| EBTR       | 1280                | 347                                                                  | #488                    | 380                     | #537                    | 383                     | #542                    |                             |                         |
| WBL        | 335                 | 108                                                                  | #203                    | 113                     | #227                    | 108                     | #227                    |                             |                         |
| WBTR       | 540                 | 241                                                                  | #446                    | 201                     | #488                    | 194                     | #494                    |                             |                         |
| NBLT       | 125                 | ~241                                                                 | #392                    | ~266                    | #419                    | ~266                    | #419                    |                             |                         |
| NBR        | 100                 | 39                                                                   | 109                     | 50                      | 128                     | 50                      | 128                     |                             |                         |
| SBL        | 105                 | 22                                                                   | 55                      | 23                      | 58                      | 23                      | 58                      |                             |                         |
| SBTR       | 245                 | 14                                                                   | 46                      | 16                      | 50                      | 16                      | 50                      |                             |                         |
|            |                     | 2: US Route 6 & Taconic State Parkway SB Ramps                       |                         |                         |                         |                         |                         |                             |                         |
| EBT        | 550                 | 260                                                                  | m128                    | 215                     | m132                    | 198                     | m135                    |                             |                         |
| EBR        | 325                 | 0                                                                    | m0                      | 0                       | m0                      | 0                       | m0                      |                             |                         |
| WBT        | 830                 | 112                                                                  | 200                     | 119                     | 248                     | 119                     | 260                     |                             |                         |
| WBR        | 600                 | 0                                                                    | 44                      | 0                       | 65                      | 0                       | 74                      |                             |                         |
| SBL        | 130                 | 45                                                                   | 85                      | 78                      | 130                     | 95                      | 151                     |                             |                         |
| SBR        | 130                 | 35                                                                   | 83                      | 42                      | 89                      | 41                      | 86                      |                             |                         |
|            |                     | 3: Taconic State Parkway NB Ramps & US Route 6                       |                         |                         |                         |                         |                         |                             |                         |
| EBT        | 810                 | 284                                                                  | 265                     | 291                     | 302                     | 284                     | 314                     |                             |                         |
| EBR        | 550                 | 42                                                                   | 25                      | 28                      | 41                      | 23                      | 41                      |                             |                         |
| WBL        | 150                 | 16                                                                   | 40                      | 24                      | 90                      | 34                      | 108                     |                             |                         |
| WBT        | 630                 | 178                                                                  | 294                     | 207                     | 340                     | 214                     | 353                     |                             |                         |
| NBL        | 440                 | 130                                                                  | 193                     | 136                     | 200                     | 136                     | 200                     |                             |                         |
| NBR        | 280                 | 243                                                                  | 317                     | 271                     | 360                     | 283                     | 376                     |                             |                         |
|            |                     | 4: E Main Street & US Route 6                                        |                         |                         |                         |                         |                         |                             |                         |
| EBL        | 150                 |                                                                      | 455                     |                         | 613                     |                         | 795                     | 289                         | m383                    |
| EBTR       | 625                 |                                                                      | 0                       |                         | 0                       |                         | 0                       | 126                         | 202                     |
| WBL        | 140                 |                                                                      | 0                       |                         | 0                       |                         | 0                       | 2                           | 9                       |
| WBTR       | 780                 |                                                                      | 0                       |                         | 0                       |                         | 0                       | 416                         | #586                    |
| NBLTR      | 40                  |                                                                      | 0                       |                         | 0                       |                         | 0                       | 0                           | 0                       |
| SBLTR      | 100                 |                                                                      | 0                       |                         | 0                       |                         | 0                       | 13                          | 169                     |
|            |                     | 5: E Main Street & Old Rt 6                                          |                         |                         |                         |                         |                         |                             |                         |
| EBTR       | 400                 |                                                                      |                         |                         |                         |                         | 13                      | 9                           | 0                       |
| WBLT       | 300                 |                                                                      |                         |                         |                         |                         | 0                       | 171                         | 269                     |
| NBL        | 100                 |                                                                      |                         |                         |                         |                         | 0                       | 34                          | m42                     |
| NBR        | 100                 |                                                                      |                         |                         |                         |                         |                         | 19                          | m27                     |
|            |                     | 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6                    |                         |                         |                         |                         |                         |                             |                         |
| EBL        | 415                 | 71                                                                   | 162                     | 81                      | #200                    | 81                      | #200                    |                             |                         |
| EBT        | 785                 | 232                                                                  | 354                     | 295                     | #477                    | 296                     | #480                    |                             |                         |
| EBR        | 335                 | 0                                                                    | 64                      | 0                       | 65                      | 0                       | 65                      |                             |                         |
| WBL        | 280                 | 8                                                                    | 26                      | 9                       | 27                      | 9                       | 27                      |                             |                         |
| WBTR       | 2235                | 221                                                                  | #374                    | 268                     | #457                    | 270                     | #460                    |                             |                         |
| NBL        | 350                 | 88                                                                   | 145                     | 92                      | 148                     | 92                      | 148                     |                             |                         |
| NBTR       | 490                 | 99                                                                   | 186                     | 104                     | 192                     | 104                     | 192                     |                             |                         |
| SBL        | 150                 | 43                                                                   | 90                      | 45                      | 91                      | 45                      | 91                      |                             |                         |
| SBT        | 150                 | 71                                                                   | 134                     | 76                      | 139                     | 76                      | 139                     |                             |                         |
| SBR        | 150                 | 0                                                                    | 65                      | 1                       | 67                      | 1                       | 67                      |                             |                         |
|            |                     | 7: Lee Boulevard / Lee Road & E Main Street                          |                         |                         |                         |                         |                         |                             |                         |
| EBTR       | 190                 |                                                                      | 0                       |                         | 0                       |                         | 0                       |                             |                         |
| WBLT       | 200                 |                                                                      | 10                      |                         | 10                      |                         | 10                      |                             |                         |
| NBLR       | 125                 |                                                                      | 75                      |                         | 100                     |                         | 103                     |                             |                         |
| SBLTR      | 20                  |                                                                      | 0                       |                         | 3                       |                         | 3                       |                             |                         |
|            |                     | 8: Hill Boulevard & US Route 6                                       |                         |                         |                         |                         |                         |                             |                         |
| EBL        | 280                 | 20                                                                   | 48                      | 25                      | 57                      | 25                      | 57                      |                             |                         |
| EBTR       | 2265                | 245                                                                  | #390                    | 307                     | #496                    | 309                     | #500                    |                             |                         |
| WBL        | 400                 | 26                                                                   | 62                      | 27                      | 67                      | 27                      | 67                      |                             |                         |
| WBTR       | 5150                | 159                                                                  | 261                     | 193                     | 307                     | 194                     | 308                     |                             |                         |
| NBL        | 85                  | 34                                                                   | 68                      | 36                      | 71                      | 36                      | 71                      |                             |                         |
| NBT        | 530                 | 60                                                                   | 106                     | 63                      | 109                     | 63                      | 109                     |                             |                         |
| NBR        | 100                 | 0                                                                    | 17                      | 0                       | 17                      | 0                       | 17                      |                             |                         |
| SBL        | 100                 | 19                                                                   | 50                      | 19                      | 51                      | 19                      | 51                      |                             |                         |
| SBTR       | 250                 | 48                                                                   | 118                     | 52                      | 127                     | 52                      | 127                     |                             |                         |
|            |                     | 9: Hill Boulevard/Old Jefferson Valley Hill Road (W) & E Main Street |                         |                         |                         |                         |                         |                             |                         |
| EBLTR      | 2015                |                                                                      | 0                       |                         | 0                       |                         | 0                       |                             |                         |
| WBLTR      | 60                  |                                                                      | 5                       |                         | 8                       |                         | 8                       |                             |                         |
| NBLTR      | 1390                |                                                                      | 63                      |                         | 83                      |                         | 83                      |                             |                         |
| SBLTR      | 30                  |                                                                      | 0                       |                         | 0                       |                         | 0                       |                             |                         |

800 East Main Street Redevelopment - Queue Summary Table

| Lane Group | Storage Length (ft) | Saturday Midday Peak Hour                                            |                         |                         |                         |                         |                         |                             |                         |
|------------|---------------------|----------------------------------------------------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-----------------------------|-------------------------|
|            |                     | Existing                                                             |                         | No Action               |                         | With Action             |                         | With Action With Mitigation |                         |
|            |                     | Queue Length 50th% (ft)                                              | Queue Length 95th% (ft) | Queue Length 50th% (ft) | Queue Length 95th% (ft) | Queue Length 50th% (ft) | Queue Length 95th% (ft) | Queue Length 50th% (ft)     | Queue Length 95th% (ft) |
|            |                     | 1: Barger Street & US Route 6                                        |                         |                         |                         |                         |                         |                             |                         |
| EBL        | 200                 | 9                                                                    | 24                      | 9                       | 24                      | 9                       | 24                      |                             |                         |
| EBTR       | 1280                | 324                                                                  | #521                    | 365                     | #562                    | 368                     | #566                    |                             |                         |
| WBL        | 335                 | 88                                                                   | #175                    | 92                      | #198                    | 92                      | #198                    |                             |                         |
| WBTR       | 540                 | 220                                                                  | #389                    | 264                     | #473                    | 273                     | #476                    |                             |                         |
| NBLT       | 125                 | 121                                                                  | 179                     | 128                     | 192                     | 128                     | 192                     |                             |                         |
| NBR        | 100                 | 0                                                                    | 47                      | 0                       | 48                      | 0                       | 48                      |                             |                         |
| SBL        | 105                 | 22                                                                   | 50                      | 22                      | 51                      | 22                      | 51                      |                             |                         |
| SBTR       | 245                 | 12                                                                   | 40                      | 14                      | 43                      | 14                      | 43                      |                             |                         |
|            |                     | 2: US Route 6 & Taconic State Parkway SB Ramps                       |                         |                         |                         |                         |                         |                             |                         |
| EBT        | 550                 | 115                                                                  | 138                     | 91                      | 148                     | 93                      | 150                     |                             |                         |
| EBR        | 325                 | 0                                                                    | m0                      | 0                       | m0                      | 0                       | m0                      |                             |                         |
| WBT        | 830                 | 98                                                                   | 168                     | 129                     | 240                     | 137                     | 243                     |                             |                         |
| WBR        | 600                 | 0                                                                    | 20                      | 0                       | 42                      | 0                       | 46                      |                             |                         |
| SBL        | 130                 | 47                                                                   | 89                      | 75                      | 127                     | 85                      | 139                     |                             |                         |
| SBR        | 130                 | 34                                                                   | 78                      | 38                      | 82                      | 38                      | 81                      |                             |                         |
|            |                     | 3: Taconic State Parkway NB Ramps & US Route 6                       |                         |                         |                         |                         |                         |                             |                         |
| EBT        | 810                 | 212                                                                  | 245                     | 226                     | 278                     | 225                     | 287                     |                             |                         |
| EBR        | 550                 | 6                                                                    | 19                      | 3                       | 27                      | 3                       | 24                      |                             |                         |
| WBL        | 150                 | 10                                                                   | 26                      | 17                      | 46                      | 19                      | 63                      |                             |                         |
| WBT        | 630                 | 165                                                                  | 273                     | 194                     | 324                     | 198                     | 331                     |                             |                         |
| NBL        | 440                 | 71                                                                   | 122                     | 75                      | 127                     | 75                      | 127                     |                             |                         |
| NBR        | 280                 | 154                                                                  | 192                     | 172                     | 209                     | 176                     | 215                     |                             |                         |
|            |                     | 4: E Main Street & US Route 6                                        |                         |                         |                         |                         |                         |                             |                         |
| EBL        | 150                 |                                                                      | 170                     |                         | 253                     |                         | 328                     | 171                         | 290                     |
| EBTR       | 625                 |                                                                      | 0                       |                         | 0                       |                         | 0                       | 138                         | 76                      |
| WBL        | 140                 |                                                                      | 0                       |                         | 0                       |                         | 0                       | 1                           | 8                       |
| WBTR       | 780                 |                                                                      | 0                       |                         | 0                       |                         | 0                       | ~469                        | #631                    |
| NBLTR      | 40                  |                                                                      | 0                       |                         | 0                       |                         | 0                       | 0                           | 0                       |
| SBLTR      | 100                 |                                                                      | 578                     |                         | 898                     |                         | 0                       | 9                           | m232                    |
|            |                     | 5: E Main Street & Old Rt 6                                          |                         |                         |                         |                         |                         |                             |                         |
| EBTR       | 400                 |                                                                      |                         |                         |                         |                         | 10                      | 8                           | 0                       |
| WBLT       | 300                 |                                                                      |                         |                         |                         |                         | 0                       | 218                         | #350                    |
| NBL        | 100                 |                                                                      |                         |                         |                         |                         | 0                       | 26                          | m43                     |
| NBR        | 100                 |                                                                      |                         |                         |                         |                         |                         | 11                          | m16                     |
|            |                     | 6: Lee Blvd/Lee Boulevard / Lee Road & US Route 6                    |                         |                         |                         |                         |                         |                             |                         |
| EBL        | 415                 | 85                                                                   | 157                     | 99                      | #187                    | 99                      | #187                    |                             |                         |
| EBT        | 785                 | 171                                                                  | 223                     | 224                     | 281                     | 225                     | 281                     |                             |                         |
| EBR        | 335                 | 0                                                                    | 58                      | 0                       | 59                      | 0                       | 59                      |                             |                         |
| WBL        | 280                 | 12                                                                   | 30                      | 13                      | 31                      | 13                      | 31                      |                             |                         |
| WBTR       | 2235                | 242                                                                  | #352                    | ~312                    | #454                    | ~315                    | #456                    |                             |                         |
| NBL        | 350                 | 128                                                                  | 174                     | 137                     | 179                     | 137                     | 179                     |                             |                         |
| NBTR       | 490                 | 100                                                                  | 166                     | 106                     | 171                     | 106                     | 171                     |                             |                         |
| SBL        | 150                 | 45                                                                   | 76                      | 47                      | 79                      | 47                      | 79                      |                             |                         |
| SBT        | 150                 | 120                                                                  | 167                     | 126                     | 172                     | 126                     | 172                     |                             |                         |
| SBR        | 150                 | 56                                                                   | 107                     | 73                      | 127                     | 73                      | 127                     |                             |                         |
|            |                     | 7: Lee Boulevard / Lee Road & E Main Street                          |                         |                         |                         |                         |                         |                             |                         |
| EBTR       | 190                 |                                                                      | 0                       |                         | 0                       |                         | 0                       |                             |                         |
| WBLT       | 200                 |                                                                      | 10                      |                         | 10                      |                         | 10                      |                             |                         |
| NBLR       | 125                 |                                                                      | 80                      |                         | 113                     |                         | 113                     |                             |                         |
| SBLTR      | 20                  |                                                                      | 0                       |                         | 3                       |                         | 3                       |                             |                         |
|            |                     | 8: Hill Boulevard & US Route 6                                       |                         |                         |                         |                         |                         |                             |                         |
| EBL        | 280                 | 19                                                                   | 43                      | 25                      | 52                      | 25                      | 52                      |                             |                         |
| EBTR       | 2265                | 152                                                                  | 222                     | 202                     | 273                     | 203                     | 274                     |                             |                         |
| WBL        | 400                 | 34                                                                   | 73                      | 38                      | 76                      | 38                      | 76                      |                             |                         |
| WBTR       | 5150                | 152                                                                  | 235                     | 198                     | 288                     | 200                     | 290                     |                             |                         |
| NBL        | 85                  | 36                                                                   | 78                      | 42                      | 80                      | 42                      | 80                      |                             |                         |
| NBT        | 530                 | 39                                                                   | 82                      | 46                      | 85                      | 46                      | 85                      |                             |                         |
| NBR        | 100                 | 0                                                                    | 20                      | 0                       | 20                      | 0                       | 20                      |                             |                         |
| SBL        | 100                 | 14                                                                   | 44                      | 16                      | 47                      | 16                      | 47                      |                             |                         |
| SBTR       | 250                 | 65                                                                   | #167                    | 81                      | #201                    | 81                      | #201                    |                             |                         |
|            |                     | 9: Hill Boulevard/Old Jefferson Valley Hill Road (W) & E Main Street |                         |                         |                         |                         |                         |                             |                         |
| EBLTR      | 2015                |                                                                      | 0                       |                         | 0                       |                         | 0                       |                             |                         |
| WBLTR      | 60                  |                                                                      | 5                       |                         | 8                       |                         | 8                       |                             |                         |
| NBLTR      | 1390                |                                                                      | 65                      |                         | 85                      |                         | 85                      |                             |                         |
| SBLTR      | 30                  |                                                                      | 0                       |                         | 0                       |                         | 0                       |                             |                         |

# TRAFFIC SIGNAL WARRANTS

City/Town: **Yorktown**  
 County: **Westchester**  
 Division:  
 Data Date: **5/23/2023**

Analysis Performed By: **SL**  
 Date Analysis Performed: **12/12/2024**  
 Project Number if Applicable: **220311**  
 Weather Conditions: **EXISTING CONDITIONS**

Major Route: **Old Route 6**  
 Minor Route: **E Main Street**

Appr. Lanes: **1** Critical Approach Speed (mph): **30**  
 Appr. Lanes: **1**

## Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☐ Yes ☒ No  
 2. Is the intersection in a built-up area or isolated community of <10,000 population? ☐ Yes ☒ No  
 If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☐ 70% ☒ 100%

## WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.

Satisfied: ☐ Yes ☒ No

Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied, given adequate trials of other remedial measures have been tried.

Adequate trial(s) of other remedial measures tried:

☐ Yes ☒ No

List Remedial Measures Tried (Required for 80% Combination of A & B)

### Condition A - Minimum Vehicular Volume & Condition B - Interruption of Continuous Traffic

100% Satisfied: ☐ Yes ☒ No

(Used if neither Condition A or B is satisfied) 80% Satisfied: ☐ Yes ☒ No

|        |      | (volumes in veh/hr)              |      |           |      | Eight Highest Hours |         |          |           |           |          |         |         |         |  |  |  |
|--------|------|----------------------------------|------|-----------|------|---------------------|---------|----------|-----------|-----------|----------|---------|---------|---------|--|--|--|
|        |      | Minimum Requirements             |      |           |      | 7AM-8AM             | 8AM-9AM | 9AM-10AM | 10AM-11AM | 11AM-12PM | 12PM-1PM | 1PM-2PM | 2PM-3PM | 3PM-4PM |  |  |  |
|        |      | Approach Lanes                   | 1    | 2 or more |      |                     |         |          |           |           |          |         |         |         |  |  |  |
|        |      | Volume Level                     | 100% | 70%       | 100% | 70%                 |         |          |           |           |          |         |         |         |  |  |  |
| W - 1A | 100% | Both Approaches on Major Street  | 500  | 350       | 600  | 420                 | 447     | 544      | 533       | 540       | 619      | 655     | 844     | 1,134   |  |  |  |
|        |      | Highest Approach on Minor Street | 150  | 105       | 200  | 140                 | 305     | 257      | 252       | 255       | 292      | 308     | 399     | 536     |  |  |  |
|        |      |                                  |      |           |      |                     |         |          |           |           |          |         |         |         |  |  |  |
| W - 1B | 100% | Both Approaches on Major Street  | 750  | 525       | 900  | 630                 | 447     | 544      | 533       | 540       | 619      | 655     | 844     | 1,134   |  |  |  |
|        |      | Highest Approach on Minor Street | 75   | 53        | 100  | 70                  | 305     | 257      | 252       | 255       | 292      | 308     | 399     | 536     |  |  |  |
|        |      |                                  |      |           |      |                     |         |          |           |           |          |         |         |         |  |  |  |
| W - 1A | 80%  | Both Approaches on Major Street  | 400  | 280       | 480  | 336                 | 447     | 544      | 533       | 540       | 619      | 655     | 844     | 1,134   |  |  |  |
|        |      | Highest Approach on Minor Street | 120  | 84        | 160  | 112                 | 305     | 257      | 252       | 255       | 292      | 308     | 399     | 536     |  |  |  |
|        |      |                                  |      |           |      |                     |         |          |           |           |          |         |         |         |  |  |  |
| W - 1B | 80%  | Both Approaches on Major Street  | 600  | 420       | 720  | 504                 | 447     | 544      | 533       | 540       | 619      | 655     | 844     | 1,134   |  |  |  |
|        |      | Highest Approach on Minor Street | 60   | 42        | 80   | 56                  | 305     | 257      | 252       | 255       | 292      | 308     | 399     | 536     |  |  |  |
|        |      |                                  |      |           |      |                     |         |          |           |           |          |         |         |         |  |  |  |

# TRAFFIC SIGNAL WARRANTS

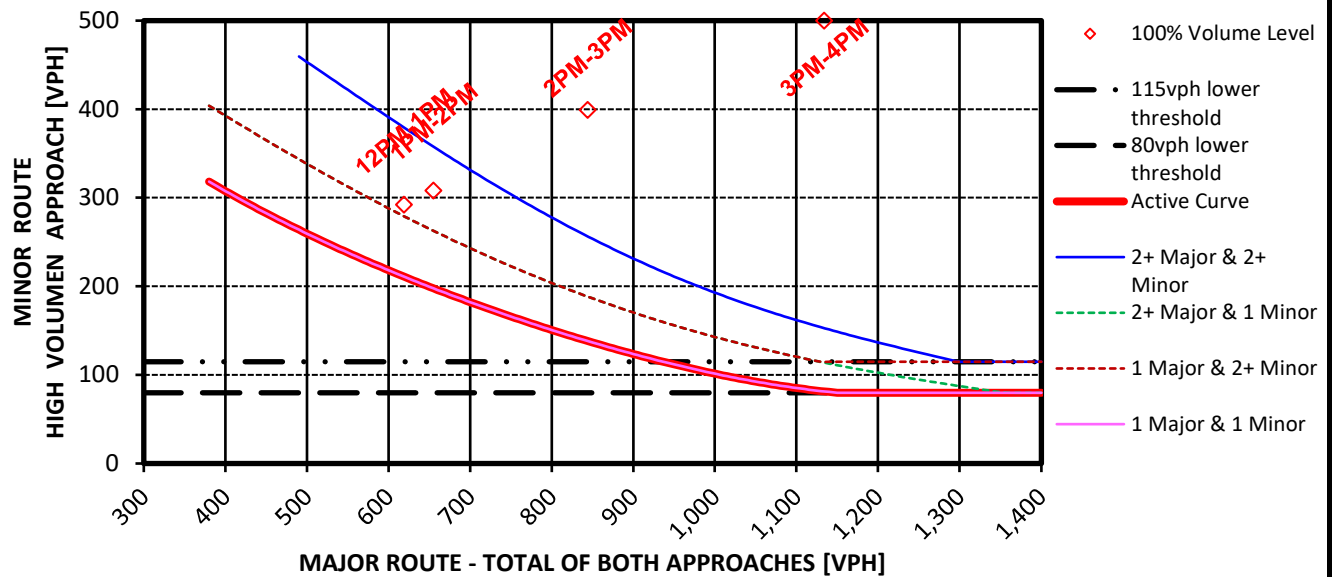
## WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

Satisfied: ☒ Yes ☐ No

If all four points lie above the appropriate line, then this warrant is satisfied.

| (Volumes in veh/hr)                    | Four Highest Hours |         |         |         |
|----------------------------------------|--------------------|---------|---------|---------|
|                                        | 12PM-1PM           | 1PM-2PM | 2PM-3PM | 3PM-4PM |
| SUM of Both Approaches on Major Street | 619                | 655     | 844     | 1,134   |
| Highest Minor Street Approach          | 292                | 308     | 399     | 536     |

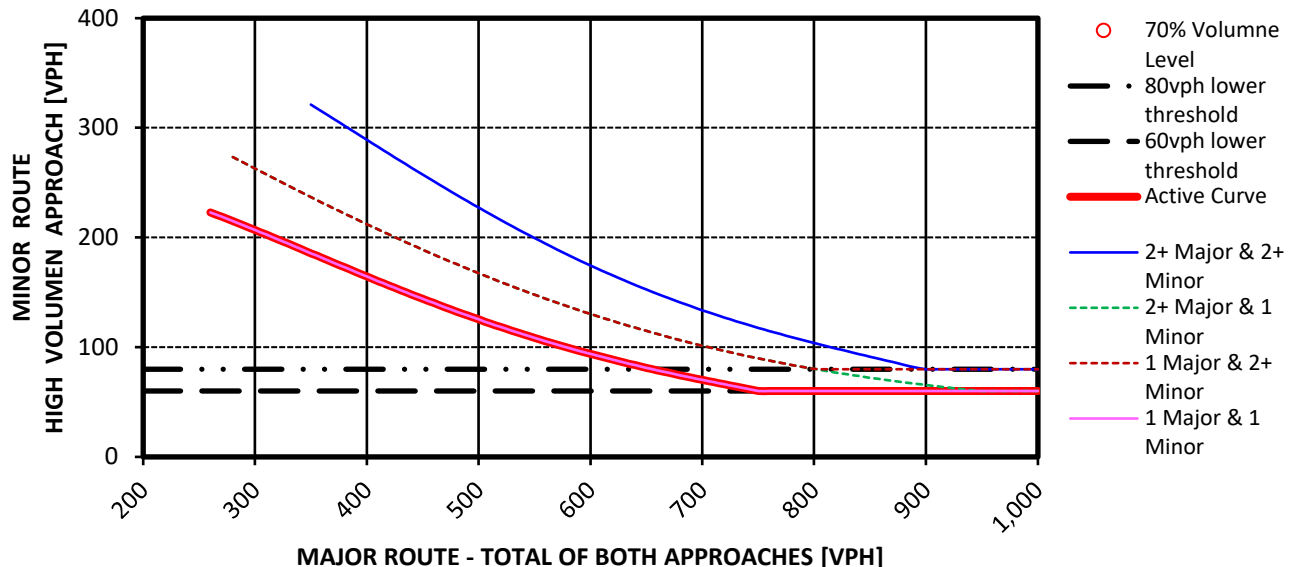
**FIGURE W-2: Criteria for "100%" Volume Level**



\* Note: 115 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor route approach with one lane.

**FIGURE W-2: Criteria for "70%" Volume Level**

(Community less-than 10,000 population or speeds greater-than 70 km/hr [40 mph] on Major Street)



\* Note: 80 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor route approach with one lane.

# TRAFFIC SIGNAL WARRANTS

## WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time period.

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

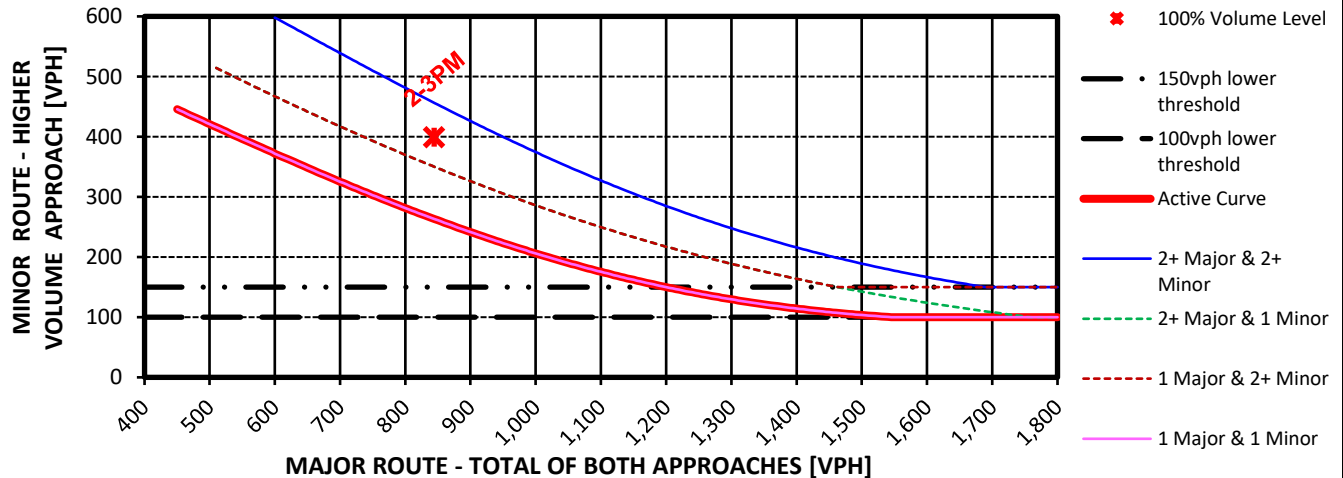
Unusual case(s) justifying this Warrant:

Test Scenario

Applicable: ☒ Yes ☐ No  
Satisfied: ☒ Yes ☐ No

| Peak Hour Data |             |             |
|----------------|-------------|-------------|
| Peak Hour      | Major Route | Minor Route |
| 2-3PM          | 844         | 399         |

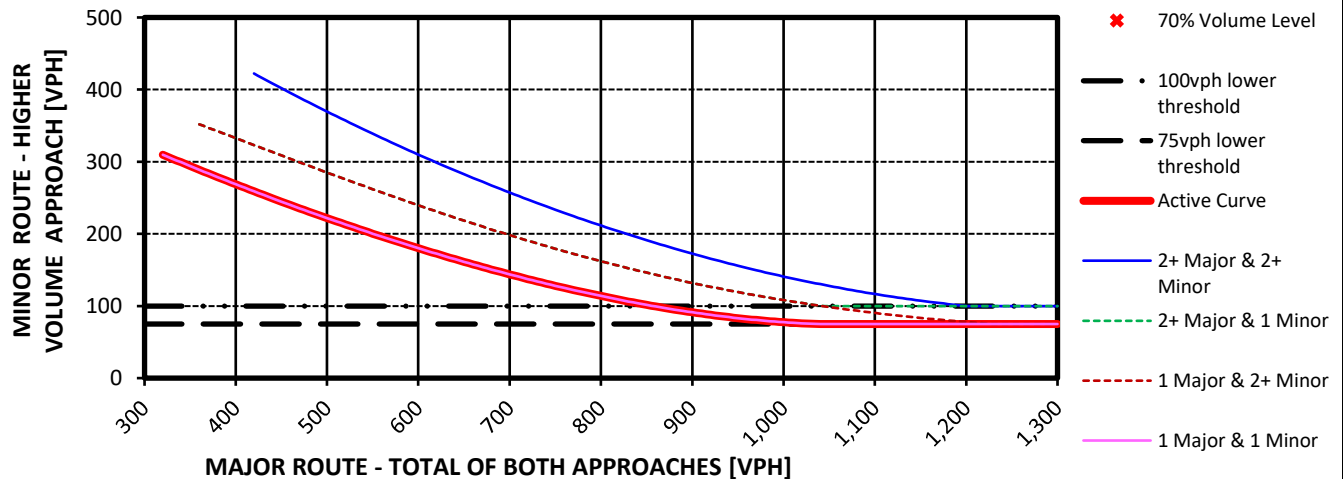
FIGURE W-3: Criteria for "100%" Volume Level



\* Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.

FIGURE W-3: Criteria for "70%" Volume Level

(Community less-than 10,000 population or speeds greater-than 70 km/hr [40 mph] on Major Street)



\* Note: 100 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor route approach with one lane.

| DELAY CRITERIA | 1. Delay on Minor Approach (vehicle-hours) |  |       |  | 2. Volume on Minor Approach (veh/hr) |  |       |  | 3. Total Entering Volume (veh/hr) |  |                 |  |
|----------------|--------------------------------------------|--|-------|--|--------------------------------------|--|-------|--|-----------------------------------|--|-----------------|--|
|                | Approaches                                 |  | Lanes |  | Approaches                           |  | Lanes |  | Number of Approaches              |  | X               |  |
|                | Delay Criteria:                            |  | 4.0   |  | Volume Criteria                      |  | 100   |  | 3                                 |  | 4 or more       |  |
|                | Delay:                                     |  | 5.0   |  | Volume:                              |  | 150   |  | No. of Approaches                 |  | Volume Criteria |  |
|                | Fulfilled?                                 |  | Yes   |  | Fulfilled?                           |  | Yes   |  | 650                               |  | 800             |  |
|                | X                                          |  | NO    |  | X                                    |  | NO    |  | X                                 |  | NO              |  |

# TRAFFIC SIGNAL WARRANTS

City/Town: **Yorktown**  
 County: **Westchester**  
 Division:  
 Data Date: **5/23/2023**

Analysis Performed By: **SL**  
 Date Analysis Performed: **12/12/2024**  
 Project Number if Applicable: **220311**  
 Weather Conditions: **PROPOSED CONDITIONS**

Major Route: **Old Route 6**  
 Minor Route: **E Main Street**

Appr. Lanes: **1** Critical Approach Speed (mph): **30**  
 Appr. Lanes: **2**

## Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☐ Yes ☒ No  
 2. Is the intersection in a built-up area or isolated community of <10,000 population? ☐ Yes ☒ No  
 If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☐ 70% ☒ 100%

## WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.

Satisfied: ☒ Yes ☐ No

Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied, given adequate trials of other remedial measures have been tried.

Adequate trial(s) of other remedial measures tried:

☐ Yes ☒ No

List Remedial Measures Tried (Required for 80% Combination of A & B)

### Condition A - Minimum Vehicular Volume & Condition B - Interruption of Continuous Traffic

100% Satisfied: ☒ Yes ☐ No

(Used if neither Condition A or B is satisfied) 80% Satisfied: ☐ Yes ☐ No

|        |      | (volumes in veh/hr)              |  | Minimum Requirements |     | Eight Highest Hours |     |          |          |           |           |          |         |         |         |
|--------|------|----------------------------------|--|----------------------|-----|---------------------|-----|----------|----------|-----------|-----------|----------|---------|---------|---------|
|        |      | Approach Lanes                   |  | 1                    |     | 2 or more           |     | 7AM-8AM  | 9AM-10AM | 10AM-11AM | 11AM-12AM | 12PM-1PM | 1PM-2PM | 2PM-3PM | 3PM-4PM |
|        |      | Volume Level                     |  | 100%                 | 70% | 100%                | 70% |          |          |           |           |          |         |         |         |
| W - 1A | 100% | Both Approaches on Major Street  |  | 500                  | 350 | 600                 | 420 | 572      | 693      | 563       | 580       | 605      | 626     | 846     | 1,151   |
|        |      | Highest Approach on Minor Street |  | 150                  | 105 | 200                 | 140 | 336      | 400      | 331       | 340       | 354      | 363     | 464     | 676     |
|        |      | (volumes in veh/hr)              |  | Minimum Requirements |     |                     |     |          |          |           |           |          |         |         |         |
|        |      | Approach Lanes                   |  | 1                    |     | 2 or more           |     | 9AM-10AM | 12PM-1PM | 1PM-2PM   | 2PM-3PM   | 3PM-4PM  | 4PM-5PM | 5PM-6PM | 6PM-7PM |
|        |      | Volume Level                     |  | 100%                 | 70% | 100%                | 70% |          |          |           |           |          |         |         |         |
| W - 1B | 100% | Both Approaches on Major Street  |  | 750                  | 525 | 900                 | 630 | 693      | 605      | 626       | 846       | 1,151    | 395     | 392     | 454     |
|        |      | Highest Approach on Minor Street |  | 75                   | 53  | 100                 | 70  | 400      | 354      | 363       | 464       | 676      | 637     | 671     | 737     |
|        |      | (volumes in veh/hr)              |  | Minimum Requirements |     |                     |     |          |          |           |           |          |         |         |         |
|        |      | Approach Lanes                   |  | 1                    |     | 2 or more           |     | 9AM-10AM | 12PM-1PM | 1PM-2PM   | 2PM-3PM   | 3PM-4PM  | 4PM-5PM | 5PM-6PM | 6PM-7PM |
|        |      | Volume Level                     |  | 100%                 | 70% | 100%                | 70% |          |          |           |           |          |         |         |         |
| W - 1A | 80%  | Both Approaches on Major Street  |  | 400                  | 280 | 480                 | 336 | 693      | 605      | 626       | 846       | 1,151    | 395     | 392     | 454     |
|        |      | Highest Approach on Minor Street |  | 120                  | 84  | 160                 | 112 | 400      | 354      | 363       | 464       | 676      | 637     | 671     | 737     |
|        |      | (volumes in veh/hr)              |  | Minimum Requirements |     |                     |     |          |          |           |           |          |         |         |         |
|        |      | Approach Lanes                   |  | 1                    |     | 2 or more           |     | 9AM-10AM | 12PM-1PM | 1PM-2PM   | 2PM-3PM   | 3PM-4PM  | 4PM-5PM | 5PM-6PM | 6PM-7PM |
|        |      | Volume Level                     |  | 100%                 | 70% | 100%                | 70% |          |          |           |           |          |         |         |         |
| W - 1B | 80%  | Both Approaches on Major Street  |  | 600                  | 420 | 720                 | 504 | 693      | 605      | 626       | 846       | 1,151    | 395     | 392     | 454     |
|        |      | Highest Approach on Minor Street |  | 60                   | 42  | 80                  | 56  | 400      | 354      | 363       | 464       | 676      | 637     | 671     | 737     |

# TRAFFIC SIGNAL WARRANTS

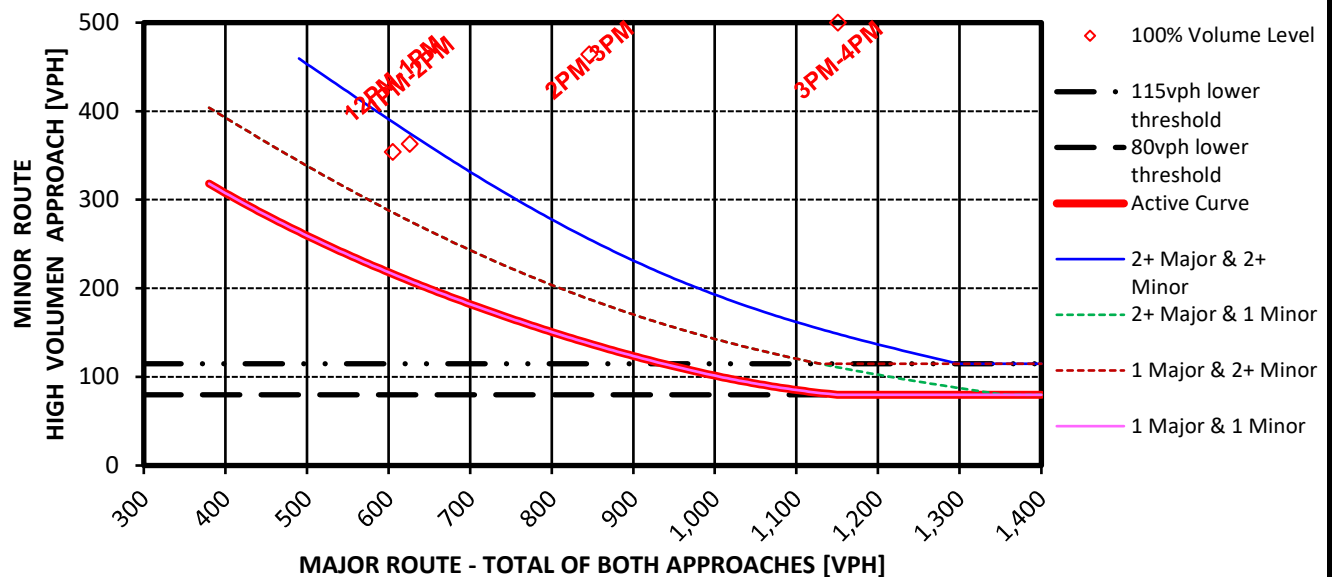
## WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

Satisfied: ☒ Yes ☐ No

If all four points lie above the appropriate line, then this warrant is satisfied.

| (Volumes in veh/hr)                    | Four Highest Hours |         |         |         |
|----------------------------------------|--------------------|---------|---------|---------|
|                                        | 12PM-1PM           | 1PM-2PM | 2PM-3PM | 3PM-4PM |
| SUM of Both Approaches on Major Street | 605                | 626     | 846     | 1,151   |
| Highest Minor Street Approach          | 354                | 363     | 464     | 676     |

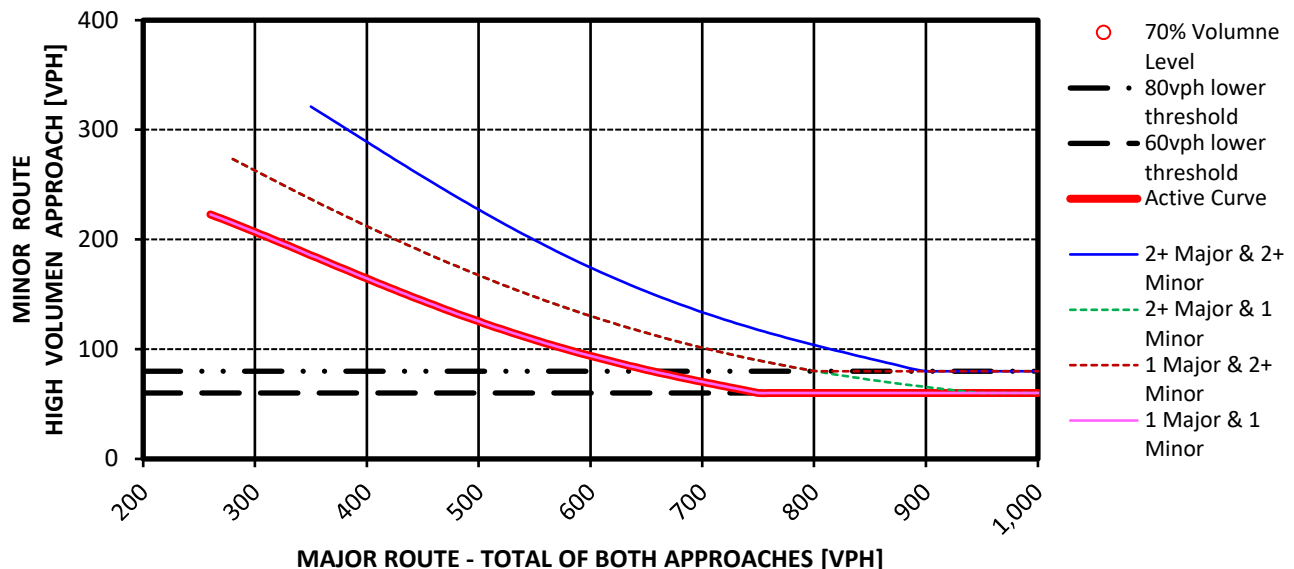
**FIGURE W-2: Criteria for "100%" Volume Level**



\* Note: 115 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor route approach with one lane.

**FIGURE W-2: Criteria for "70%" Volume Level**

(Community less-than 10,000 population or speeds greater-than 70 km/hr [40 mph] on Major Street)



\* Note: 80 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor route approach with one lane.



# TRAFFIC SIGNAL WARRANTS

## WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time period.

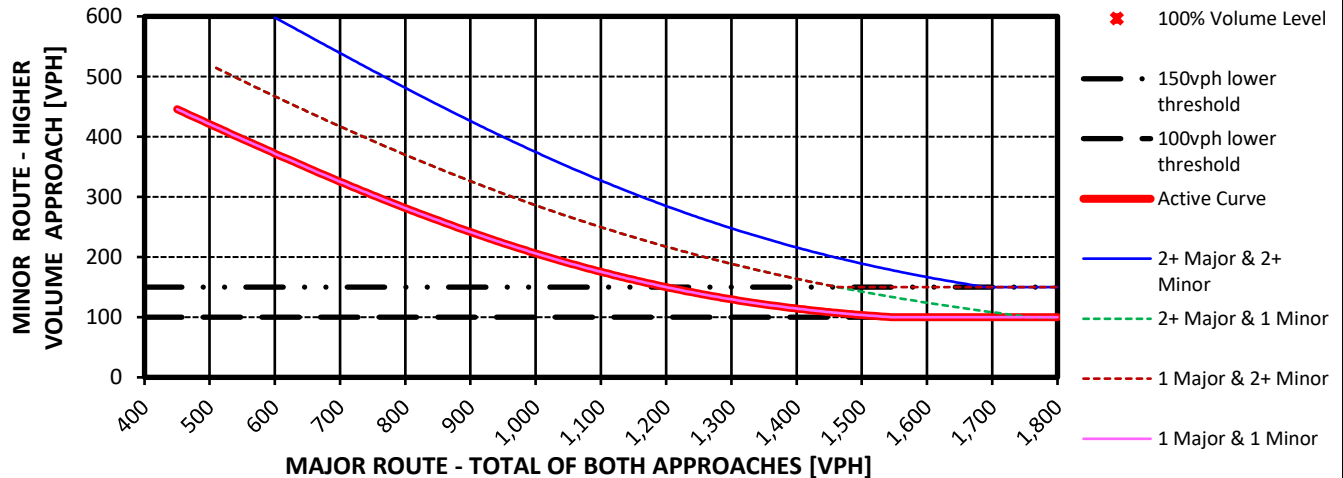
Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

Unusual case(s) justifying this Warrant:

Applicable: ☐ Yes ☒ No  
Satisfied: ☐ Yes ☒ No

| Peak Hour Data |             |             |
|----------------|-------------|-------------|
| Peak Hour      | Major Route | Minor Route |
|                |             |             |

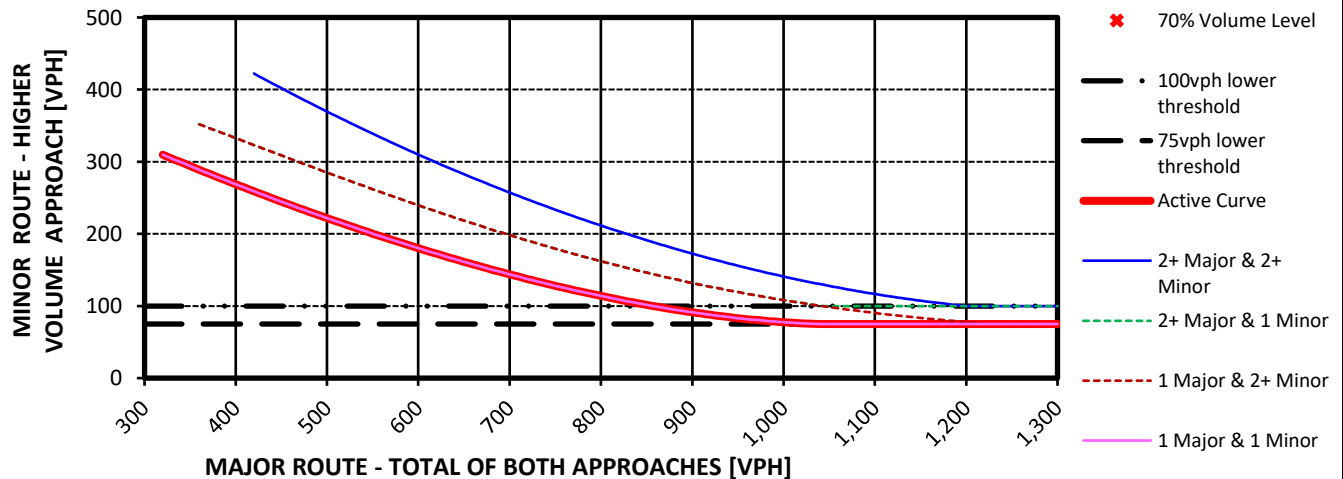
**FIGURE W-3: Criteria for "100%" Volume Level**



\* Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.

**FIGURE W-3: Criteria for "70%" Volume Level**

(Community less-than 10,000 population or speeds greater-than 70 km/hr [40 mph] on Major Street)



\* Note: 100 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor route approach with one lane.

|                   |                                            |  |     |      |                                      |  |     |      |                                   |  |             |      |
|-------------------|--------------------------------------------|--|-----|------|--------------------------------------|--|-----|------|-----------------------------------|--|-------------|------|
| DELAY<br>CRITERIA | 1. Delay on Minor Approach (vehicle-hours) |  |     |      | 2. Volume on Minor Approach (veh/hr) |  |     |      | 3. Total Entering Volume (veh/hr) |  |             |      |
|                   |                                            |  |     |      |                                      |  |     |      | Number of Approaches              |  |             |      |
|                   |                                            |  |     |      |                                      |  |     |      | 3                                 |  | X 4 or more |      |
|                   | Approaches Lanes:                          |  | 1   | 2    | Approaches Lanes                     |  | 1   | 2    | No. of Approaches                 |  | 3           | 4    |
|                   | Delay Criteria:                            |  | 4.0 | 5.0  | Volume Criteria                      |  | 100 | 150  | Volume Criteria                   |  | 650         | 800  |
|                   | Delay:                                     |  |     |      | Volume :                             |  |     |      | Volume :                          |  |             |      |
|                   | Fullfilled?                                |  | Yes | X NO | Fullfilled?                          |  | Yes | X NO | Fullfilled?                       |  | Yes         | X NO |

# TRAFFIC SIGNAL WARRANTS

City/Town: **Yorktown**  
 County: **Westchester**  
 Division:  
 Data Date: **5/23/2023**

Analysis Performed By: **SL**  
 Date Analysis Performed: **12/9/2024**  
 Project Number if Applicable: **220311**  
 Weather Conditions: **EXISTING - STANDARD WARRANT**

Major Route: **US Route 6**  
 Minor Route: **E Main Street**

Appr. Lanes: **3** Critical Approach Speed (mph): **45**  
 Appr. Lanes: **1**

## Volume Level Criteria

- Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☒ Yes ☐ No
  - Is the intersection in a built-up area or isolated community of <10,000 population? ☐ Yes ☐ No
- If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☒ 70% ☐ 100%

## WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.

Satisfied: ☒ Yes ☐ No

Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied, given adequate trials of other remedial measures have been tried.

Adequate trial(s) of other remedial measures tried:

☐ Yes ☒ No

List Remedial Measures Tried (Required for 80% Combination of A & B)

### Condition A - Minimum Vehicular Volume & Condition B - Interruption of Continuous Traffic

100% Satisfied: ☒ Yes ☐ No

(Used if neither Condition A or B is satisfied) 80% Satisfied: ☐ Yes ☐ No

|        |      | (volumes in veh/hr)              |      |           |      | Eight Highest Hours |         |          |         |         |         |         |         |       |  |  |  |
|--------|------|----------------------------------|------|-----------|------|---------------------|---------|----------|---------|---------|---------|---------|---------|-------|--|--|--|
|        |      | Minimum Requirements             |      |           |      | 7AM-8AM             | 8AM-9AM | 12PM-1PM | 2PM-3PM | 3PM-4PM | 4PM-5PM | 5PM-6PM | 6PM-7PM |       |  |  |  |
|        |      | Approach Lanes                   | 1    | 2 or more |      |                     |         |          |         |         |         |         |         |       |  |  |  |
|        |      | Volume Level                     | 100% | 70%       | 100% | 70%                 |         |          |         |         |         |         |         |       |  |  |  |
| W - 1A | 100% | Both Approaches on Major Street  | 500  | 350       | 600  | 420                 | 2,229   | 2,179    | 2,232   | 2,480   | 2,869   | 3,152   | 3,081   | 2,616 |  |  |  |
|        |      | Highest Approach on Minor Street | 150  | 105       | 200  | 140                 | 474     | 359      | 238     | 261     | 291     | 310     | 322     | 251   |  |  |  |
| W - 1B | 100% | Both Approaches on Major Street  | 750  | 525       | 900  | 630                 | 2,229   | 2,179    | 2,232   | 2,480   | 2,869   | 3,152   | 3,081   | 2,616 |  |  |  |
|        |      | Highest Approach on Minor Street | 75   | 53        | 100  | 70                  | 474     | 359      | 238     | 261     | 291     | 310     | 322     | 251   |  |  |  |
| W - 1A | 80%  | Both Approaches on Major Street  | 400  | 280       | 480  | 336                 | 2,229   | 2,179    | 2,232   | 2,480   | 2,869   | 3,152   | 3,081   | 2,616 |  |  |  |
|        |      | Highest Approach on Minor Street | 120  | 84        | 160  | 112                 | 474     | 359      | 238     | 261     | 291     | 310     | 322     | 251   |  |  |  |
| W - 1B | 80%  | Both Approaches on Major Street  | 600  | 420       | 720  | 504                 | 2,229   | 2,179    | 2,232   | 2,480   | 2,869   | 3,152   | 3,081   | 2,616 |  |  |  |
|        |      | Highest Approach on Minor Street | 60   | 42        | 80   | 56                  | 474     | 359      | 238     | 261     | 291     | 310     | 322     | 251   |  |  |  |

# TRAFFIC SIGNAL WARRANTS

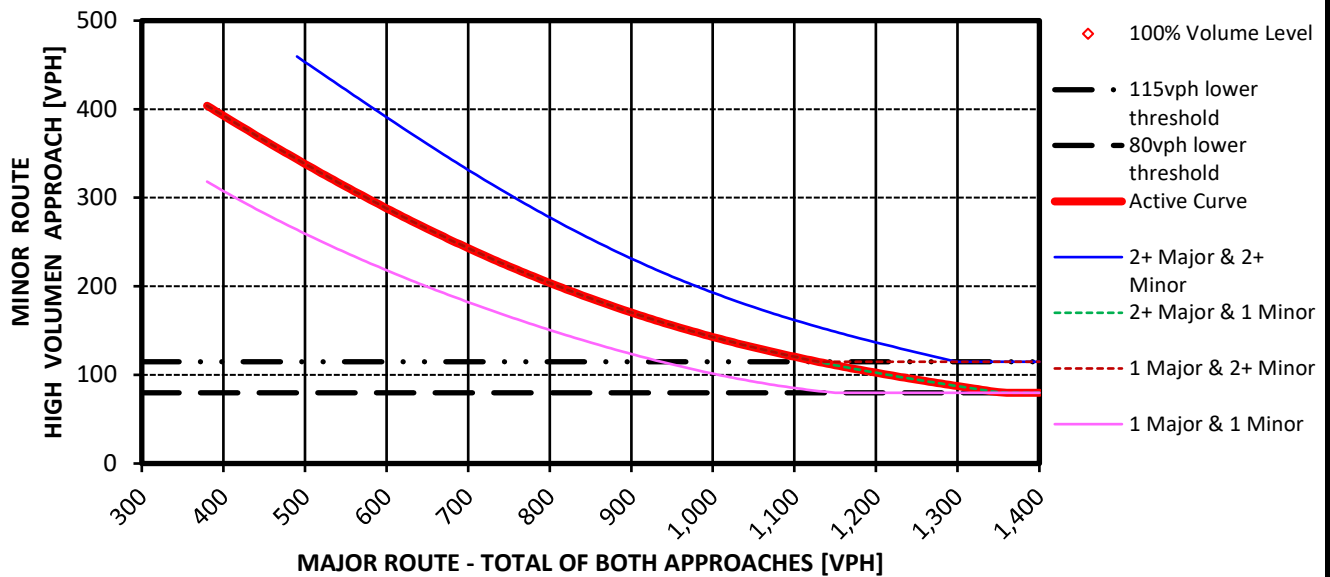
## WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

Satisfied: ☒ Yes ☐ No

If all four points lie above the appropriate line, then this warrant is satisfied.

| (Volumes in veh/hr)                    | Four Highest Hours |         |         |         |
|----------------------------------------|--------------------|---------|---------|---------|
|                                        | 3PM-4PM            | 4PM-5PM | 5PM-6PM | 6PM-7PM |
| SUM of Both Approaches on Major Street | 2,869              | 3,152   | 3,081   | 2,616   |
| Highest Minor Street Approach          | 291                | 310     | 322     | 251     |

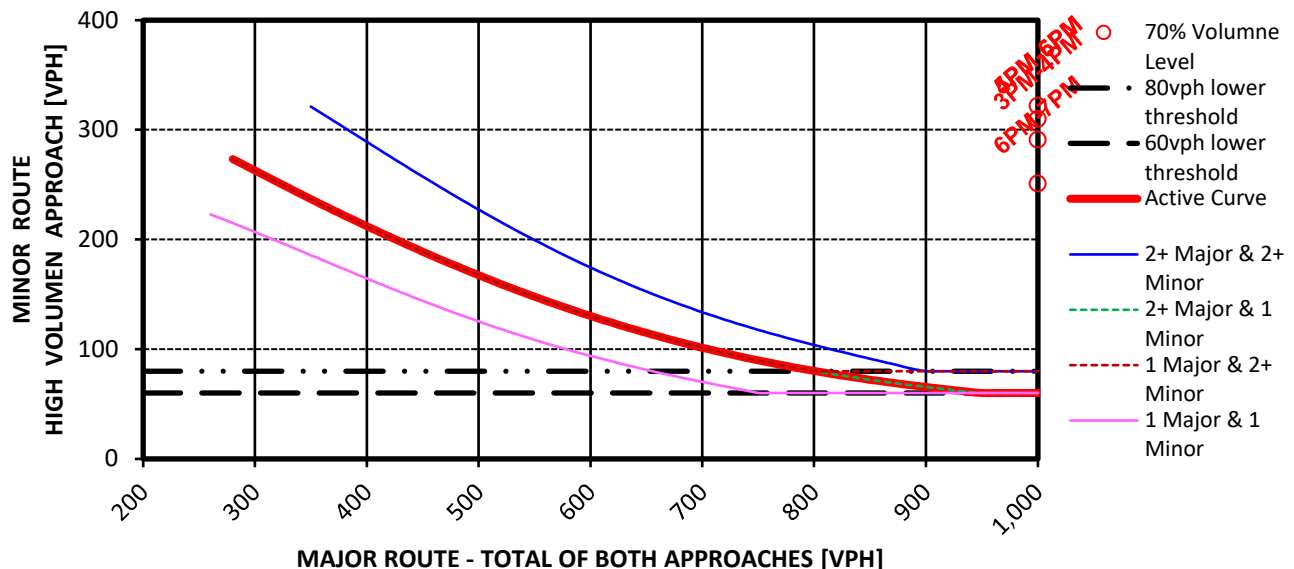
**FIGURE W-2: Criteria for "100%" Volume Level**



\* Note: 115 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor route approach with one lane.

**FIGURE W-2: Criteria for "70%" Volume Level**

(Community less-than 10,000 population or speeds greater-than 70 km/hr [40 mph] on Major Street)



\* Note: 80 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor route approach with one lane.

# TRAFFIC SIGNAL WARRANTS

## WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time period.

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

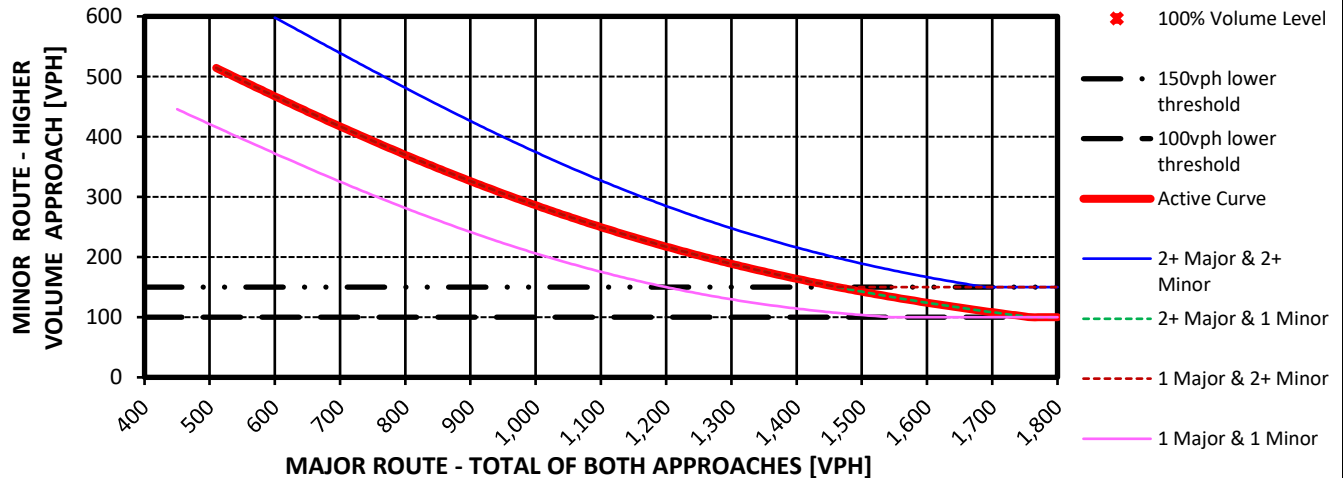
Unusual case(s) justifying this Warrant:

Test Scenario

Applicable: ☒ Yes ☐ No  
Satisfied: ☒ Yes ☐ No

| Peak Hour Data |             |             |
|----------------|-------------|-------------|
| Peak Hour      | Major Route | Minor Route |
| 5-6pm          | 3,081       | 322         |

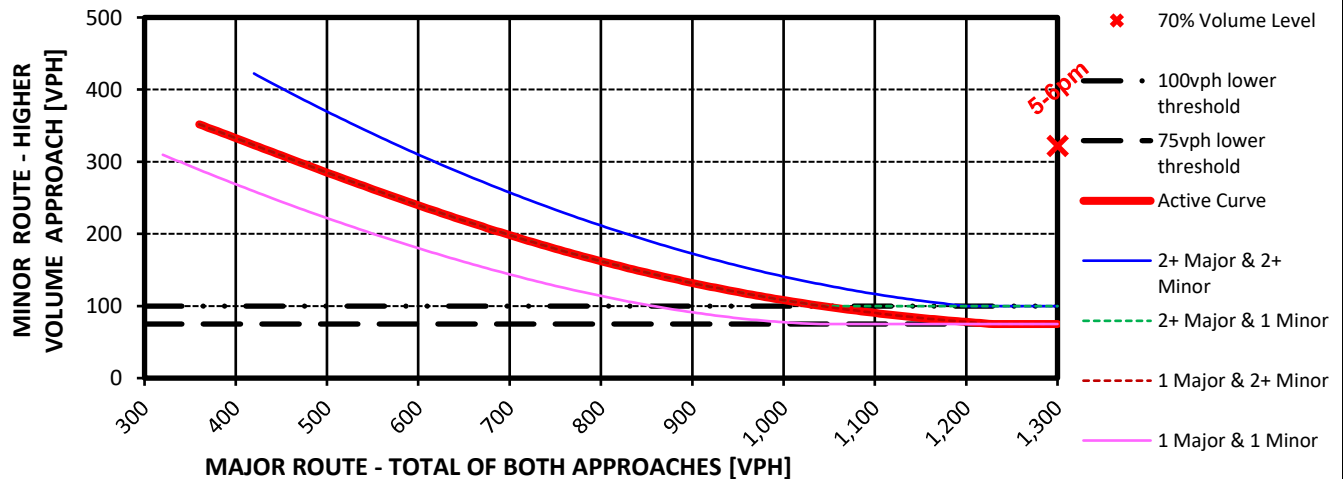
FIGURE W-3: Criteria for "100%" Volume Level



\* Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.

FIGURE W-3: Criteria for "70%" Volume Level

(Community less-than 10,000 population or speeds greater-than 70 km/hr [40 mph] on Major Street)



\* Note: 100 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor route approach with one lane.

| DELAY CRITERIA | 1. Delay on Minor Approach (vehicle-hours) |  |       |  | 2. Volume on Minor Approach (veh/hr) |  |       |  | 3. Total Entering Volume (veh/hr) |  |           |  |
|----------------|--------------------------------------------|--|-------|--|--------------------------------------|--|-------|--|-----------------------------------|--|-----------|--|
|                | Approaches                                 |  | Lanes |  | Approaches                           |  | Lanes |  | Number of Approaches              |  | X         |  |
|                | Delay Criteria:                            |  | 4.0   |  | Volume Criteria                      |  | 100   |  | 3                                 |  | 4 or more |  |
|                | Delay:                                     |  | X     |  | Volume:                              |  | X     |  | No. of Approaches                 |  | 3         |  |
|                | Fullfilled?                                |  | Yes   |  | Fullfilled?                          |  | Yes   |  | Volume Criteria                   |  | 650       |  |
|                |                                            |  | X     |  |                                      |  | X     |  | Volume:                           |  | 800       |  |
|                |                                            |  | NO    |  |                                      |  | NO    |  | Fullfilled?                       |  | Yes       |  |
|                |                                            |  |       |  |                                      |  |       |  |                                   |  | X         |  |
|                |                                            |  |       |  |                                      |  |       |  |                                   |  | NO        |  |

# TRAFFIC SIGNAL WARRANTS

City/Town: **Yorktown**  
 County: **Westchester**  
 Division:  
 Data Date: **5/23/2023**

Analysis Performed By: **SL**  
 Date Analysis Performed: **12/9/2024**  
 Project Number if Applicable: **220311**  
 Weather Conditions: **EXISTING - LEFT TURN MINOR**

Major Route: **US Route 6 WB**  
 Minor Route: **E Main Street EBL**

Appr. Lanes: **3** Critical Approach Speed (mph): **45**  
 Appr. Lanes: **1**

## Volume Level Criteria

- Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☒ Yes ☐ No
  - Is the intersection in a built-up area or isolated community of <10,000 population? ☐ Yes ☐ No
- If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☒ 70% ☐ 100%

## WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.

Satisfied: ☒ Yes ☐ No

Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied, given adequate trials of other remedial measures have been tried.

Adequate trial(s) of other remedial measures tried:

☐ Yes ☒ No

List Remedial Measures Tried (Required for 80% Combination of A & B)

### Condition A - Minimum Vehicular Volume & Condition B - Interruption of Continuous Traffic

100% Satisfied: ☒ Yes ☐ No

(Used if neither Condition A or B is satisfied) 80% Satisfied: ☐ Yes ☐ No

|        |      | (volumes in veh/hr)              |      |           |      | Eight Highest Hours |         |          |         |         |         |         |         |       |  |  |  |
|--------|------|----------------------------------|------|-----------|------|---------------------|---------|----------|---------|---------|---------|---------|---------|-------|--|--|--|
|        |      | Minimum Requirements             |      |           |      | 7AM-8AM             | 8AM-9AM | 12PM-1PM | 2PM-3PM | 3PM-4PM | 4PM-5PM | 5PM-6PM | 6PM-7PM |       |  |  |  |
|        |      | Approach Lanes                   | 1    | 2 or more |      |                     |         |          |         |         |         |         |         |       |  |  |  |
|        |      | Volume Level                     | 100% | 70%       | 100% | 70%                 |         |          |         |         |         |         |         |       |  |  |  |
| W - 1A | 100% | Both Approaches on Major Street  | 500  | 350       | 600  | 420                 | 1,045   | 1,068    | 1,019   | 1,037   | 1,062   | 1,190   | 1,213   | 1,047 |  |  |  |
|        |      | Highest Approach on Minor Street | 150  | 105       | 200  | 140                 | 301     | 283      | 282     | 387     | 515     | 540     | 535     | 469   |  |  |  |
| W - 1B | 100% | Both Approaches on Major Street  | 750  | 525       | 900  | 630                 | 1,045   | 1,068    | 1,019   | 1,037   | 1,062   | 1,190   | 1,213   | 1,047 |  |  |  |
|        |      | Highest Approach on Minor Street | 75   | 53        | 100  | 70                  | 301     | 283      | 282     | 387     | 515     | 540     | 535     | 469   |  |  |  |
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|        |      | Highest Approach on Minor Street | 120  | 84        | 160  | 112                 | 301     | 283      | 282     | 387     | 515     | 540     | 535     | 469   |  |  |  |
| W - 1B | 80%  | Both Approaches on Major Street  | 600  | 420       | 720  | 504                 | 1,045   | 1,068    | 1,019   | 1,037   | 1,062   | 1,190   | 1,213   | 1,047 |  |  |  |
|        |      | Highest Approach on Minor Street | 60   | 42        | 80   | 56                  | 301     | 283      | 282     | 387     | 515     | 540     | 535     | 469   |  |  |  |

# TRAFFIC SIGNAL WARRANTS

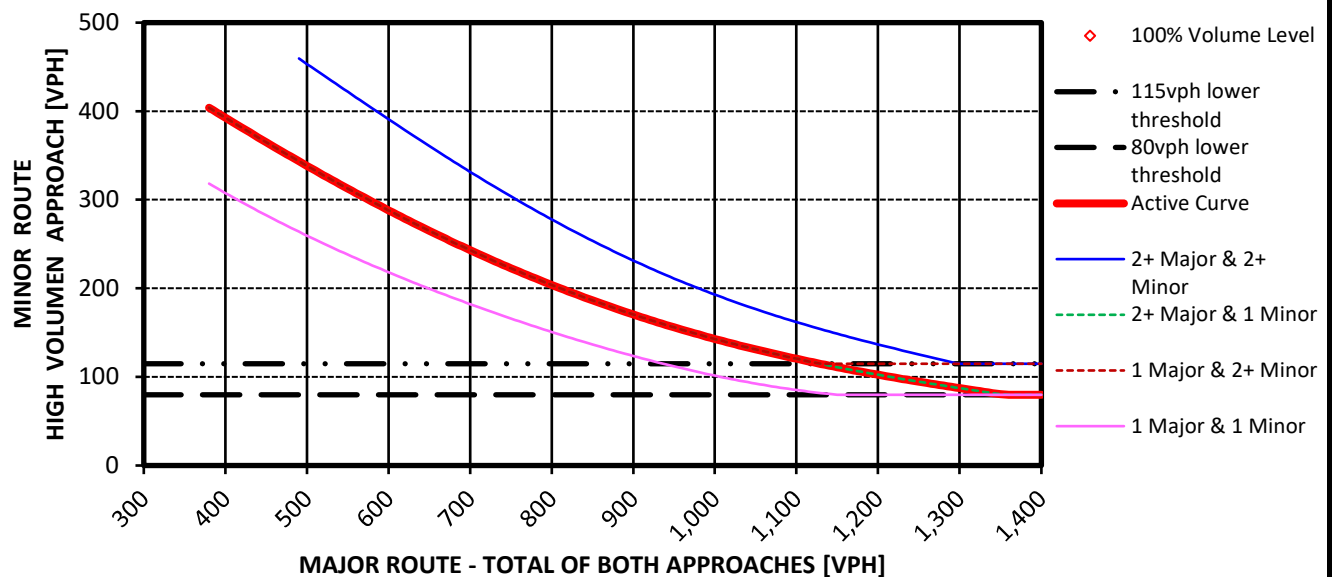
## WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

Satisfied: ☒ Yes ☐ No

If all four points lie above the appropriate line, then this warrant is satisfied.

| (Volumes in veh/hr)                    | Four Highest Hours |         |         |         |
|----------------------------------------|--------------------|---------|---------|---------|
|                                        | 3PM-4PM            | 4PM-5PM | 5PM-6PM | 6PM-7PM |
| SUM of Both Approaches on Major Street | 1,062              | 1,190   | 1,213   | 1,047   |
| Highest Minor Street Approach          | 515                | 540     | 535     | 469     |

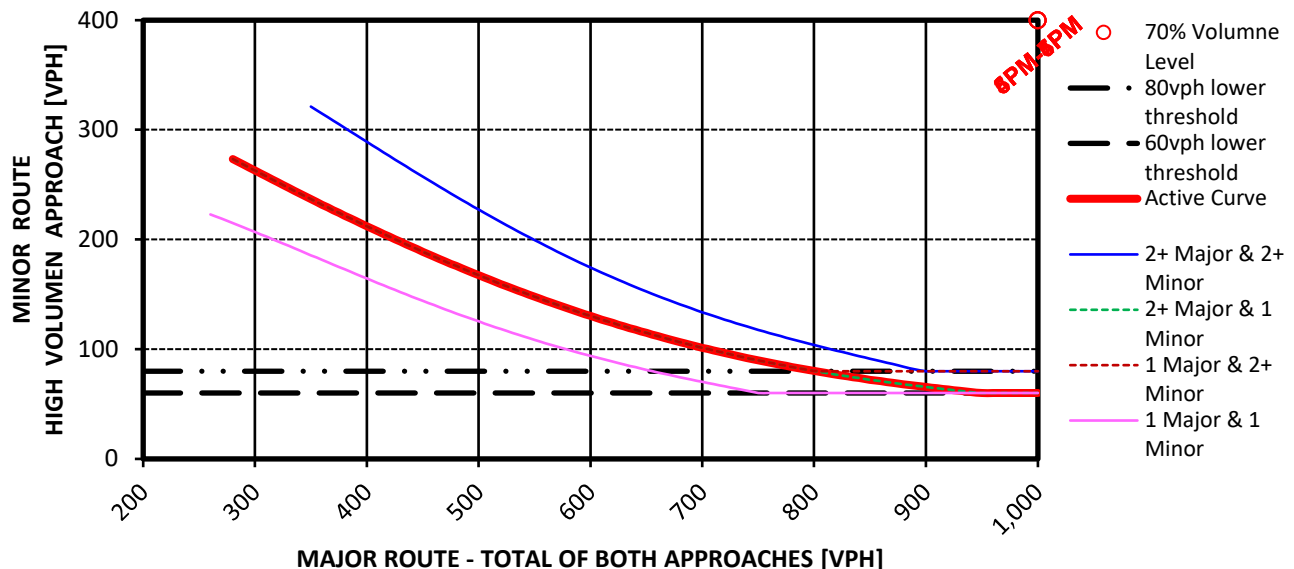
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(Community less-than 10,000 population or speeds greater-than 70 km/hr [40 mph] on Major Street)



\* Note: 80 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor route approach with one lane.

# TRAFFIC SIGNAL WARRANTS

## WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

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Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

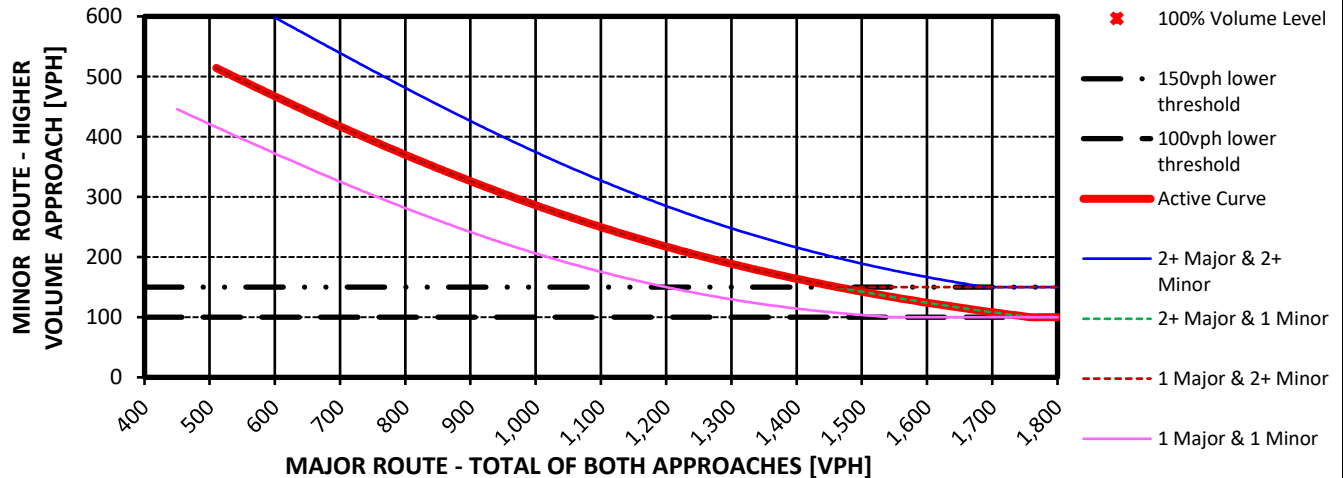
Unusual case(s) justifying this Warrant:

Test Scenario

Applicable: ☒ Yes ☐ No  
Satisfied: ☒ Yes ☐ No

| Peak Hour Data |             |             |
|----------------|-------------|-------------|
| Peak Hour      | Major Route | Minor Route |
| 5-6PM          | 1,213       | 535         |

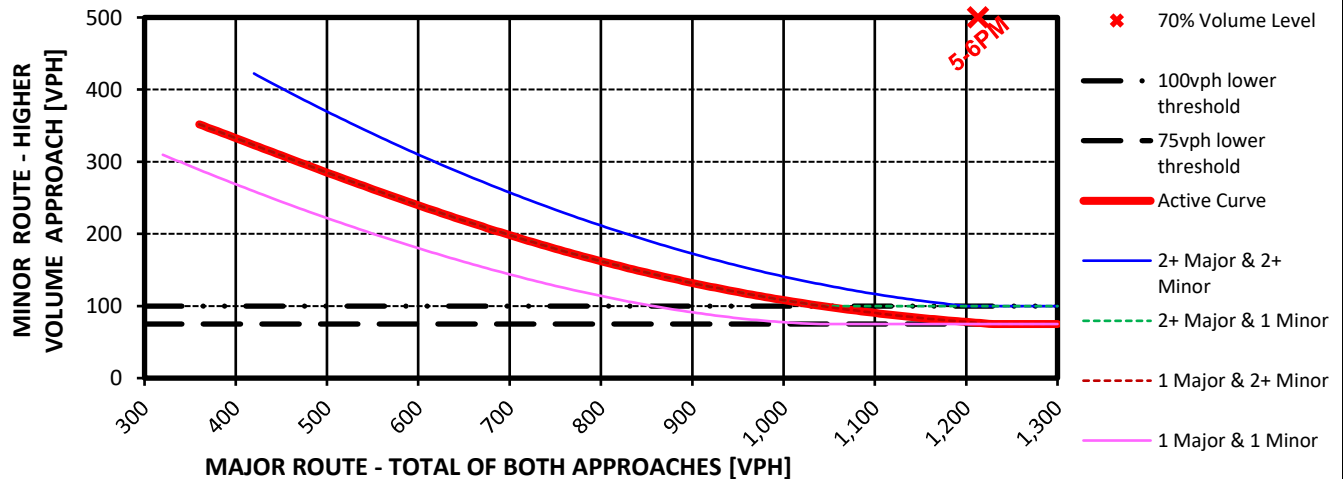
FIGURE W-3: Criteria for "100%" Volume Level



\* Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.

FIGURE W-3: Criteria for "70%" Volume Level

(Community less-than 10,000 population or speeds greater-than 70 km/hr [40 mph] on Major Street)



\* Note: 100 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor route approach with one lane.

| DELAY CRITERIA | 1. Delay on Minor Approach (vehicle-hours) |  |       |  | 2. Volume on Minor Approach (veh/hr) |  |       |  | 3. Total Entering Volume (veh/hr) |  |                 |  |
|----------------|--------------------------------------------|--|-------|--|--------------------------------------|--|-------|--|-----------------------------------|--|-----------------|--|
|                | Approaches                                 |  | Lanes |  | Approaches                           |  | Lanes |  | Number of Approaches              |  | X               |  |
|                | Delay Criteria:                            |  | 4.0   |  | Volume Criteria                      |  | 100   |  | 3                                 |  | 4 or more       |  |
|                | Delay:                                     |  | 5.0   |  | Volume:                              |  | 150   |  | No. of Approaches                 |  | Volume Criteria |  |
|                | Fullfilled?                                |  | Yes   |  | Fullfilled?                          |  | Yes   |  | 650                               |  | 800             |  |
|                | X                                          |  | NO    |  | X                                    |  | NO    |  | X                                 |  | NO              |  |



# TRAFFIC SIGNAL WARRANTS

City/Town: **Yorktown**  
 County: **Westchester**  
 Division:  
 Data Date: **5/23/2023**

Analysis Performed By: **SL**  
 Date Analysis Performed: **12/11/2024**  
 Project Number if Applicable: **220311**  
 Weather Conditions: **PROPOSED - STANDARD WARRANT**

Major Route: **US Route 6**  
 Minor Route: **E Main Street**

Appr. Lanes: **3** Critical Approach Speed (mph): **45**  
 Appr. Lanes: **1**

## Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☒ Yes ☐ No
  2. Is the intersection in a built-up area or isolated community of <10,000 population? ☐ Yes ☐ No
- If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☒ 70% ☐ 100%

## WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.

Satisfied: ☒ Yes ☐ No

Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied, given adequate trials of other remedial measures have been tried.

Adequate trial(s) of other remedial measures tried:

☐ Yes ☒ No

*List Remedial Measures Tried (Required for 80% Combination of A & B)*

### Condition A - Minimum Vehicular Volume & Condition B - Interruption of Continuous Traffic

100% Satisfied: ☒ Yes ☐ No

(Used if neither Condition A or B is satisfied) 80% Satisfied: ☐ Yes ☐ No

|        |      | (volumes in veh/hr)              | Minimum Requirements |     |           |     | Eight Highest Hours |          |           |          |          |          |          |          |  |  |  |  |
|--------|------|----------------------------------|----------------------|-----|-----------|-----|---------------------|----------|-----------|----------|----------|----------|----------|----------|--|--|--|--|
|        |      | Approach Lanes                   | 1                    |     | 2 or more |     | 7AM- 8AM            | 8AM- 9AM | 12PM- 1PM | 2PM- 3PM | 3PM- 4PM | 4PM- 5PM | 5PM- 6PM | 6PM- 7PM |  |  |  |  |
|        |      | Volume Level                     | 100%                 | 70% | 100%      | 70% |                     |          |           |          |          |          |          |          |  |  |  |  |
| W - 1A | 100% | Both Approaches on Major Street  | 500                  | 350 | 600       | 420 | 2,495               | 2,439    | 2,494     | 2,784    | 3,221    | 3,536    | 3,446    | 2,926    |  |  |  |  |
|        |      | Highest Approach on Minor Street | 150                  | 105 | 200       | 140 | 579                 | 438      | 291       | 319      | 355      | 377      | 393      | 307      |  |  |  |  |
|        |      | (volumes in veh/hr)              | Minimum Requirements |     |           |     | 7AM- 8AM            | 8AM- 9AM | 12PM- 1PM | 2PM- 3PM | 3PM- 4PM | 4PM- 5PM | 5PM- 6PM | 6PM- 7PM |  |  |  |  |
|        |      | Approach Lanes                   | 1                    |     | 2 or more |     |                     |          |           |          |          |          |          |          |  |  |  |  |
|        |      | Volume Level                     | 100%                 | 70% | 100%      | 70% |                     |          |           |          |          |          |          |          |  |  |  |  |
| W - 1B | 100% | Both Approaches on Major Street  | 750                  | 525 | 900       | 630 | 2,495               | 2,439    | 2,494     | 2,784    | 3,221    | 3,536    | 3,446    | 2,926    |  |  |  |  |
|        |      | Highest Approach on Minor Street | 75                   | 53  | 100       | 70  | 579                 | 438      | 291       | 319      | 355      | 377      | 393      | 307      |  |  |  |  |
|        |      | (volumes in veh/hr)              | Minimum Requirements |     |           |     | 7AM- 8AM            | 8AM- 9AM | 12PM- 1PM | 2PM- 3PM | 3PM- 4PM | 4PM- 5PM | 5PM- 6PM | 6PM- 7PM |  |  |  |  |
|        |      | Approach Lanes                   | 1                    |     | 2 or more |     |                     |          |           |          |          |          |          |          |  |  |  |  |
|        |      | Volume Level                     | 100%                 | 70% | 100%      | 70% |                     |          |           |          |          |          |          |          |  |  |  |  |
| W - 1A | 80%  | Both Approaches on Major Street  | 400                  | 280 | 480       | 336 | 2,495               | 2,439    | 2,494     | 2,784    | 3,221    | 3,536    | 3,446    | 2,926    |  |  |  |  |
|        |      | Highest Approach on Minor Street | 120                  | 84  | 160       | 112 | 579                 | 438      | 291       | 319      | 355      | 377      | 393      | 307      |  |  |  |  |
|        |      | (volumes in veh/hr)              | Minimum Requirements |     |           |     | 7AM- 8AM            | 8AM- 9AM | 12PM- 1PM | 2PM- 3PM | 3PM- 4PM | 4PM- 5PM | 5PM- 6PM | 6PM- 7PM |  |  |  |  |
|        |      | Approach Lanes                   | 1                    |     | 2 or more |     |                     |          |           |          |          |          |          |          |  |  |  |  |
|        |      | Volume Level                     | 100%                 | 70% | 100%      | 70% |                     |          |           |          |          |          |          |          |  |  |  |  |
| W - 1B | 80%  | Both Approaches on Major Street  | 600                  | 420 | 720       | 504 | 2,495               | 2,439    | 2,494     | 2,784    | 3,221    | 3,536    | 3,446    | 2,926    |  |  |  |  |
|        |      | Highest Approach on Minor Street | 60                   | 42  | 80        | 56  | 579                 | 438      | 291       | 319      | 355      | 377      | 393      | 307      |  |  |  |  |



# TRAFFIC SIGNAL WARRANTS

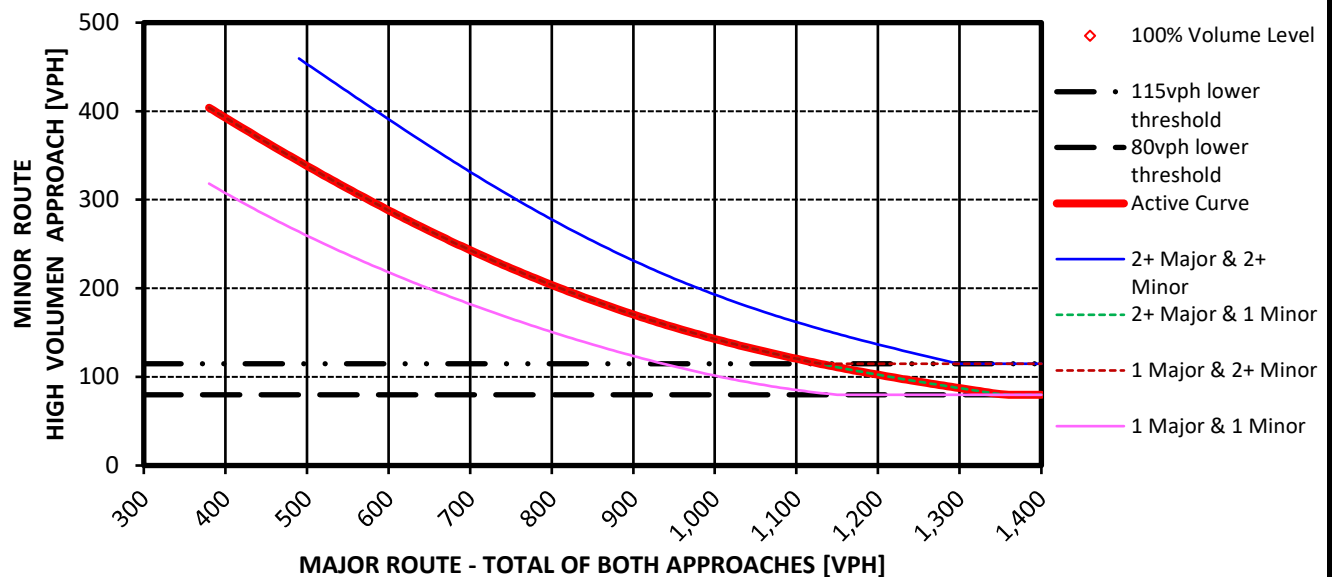
## WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

Satisfied: ☒ Yes ☐ No

If all four points lie above the appropriate line, then this warrant is satisfied.

| (Volumes in veh/hr)                    | Four Highest Hours |         |         |         |
|----------------------------------------|--------------------|---------|---------|---------|
|                                        | 3PM-4PM            | 4PM-5PM | 5PM-6PM | 6PM-7PM |
| SUM of Both Approaches on Major Street | 3,221              | 3,536   | 3,446   | 2,926   |
| Highest Minor Street Approach          | 355                | 377     | 393     | 307     |

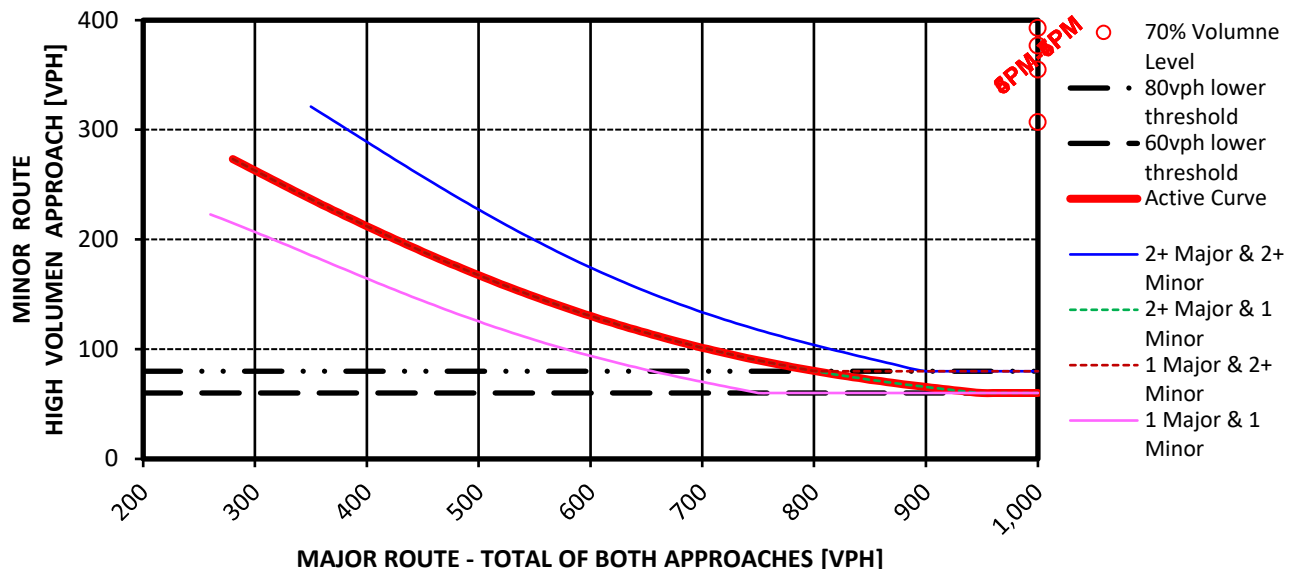
**FIGURE W-2: Criteria for "100%" Volume Level**



\* Note: 115 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor route approach with one lane.

**FIGURE W-2: Criteria for "70%" Volume Level**

(Community less-than 10,000 population or speeds greater-than 70 km/hr [40 mph] on Major Street)



\* Note: 80 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor route approach with one lane.

# TRAFFIC SIGNAL WARRANTS

## WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time period.

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

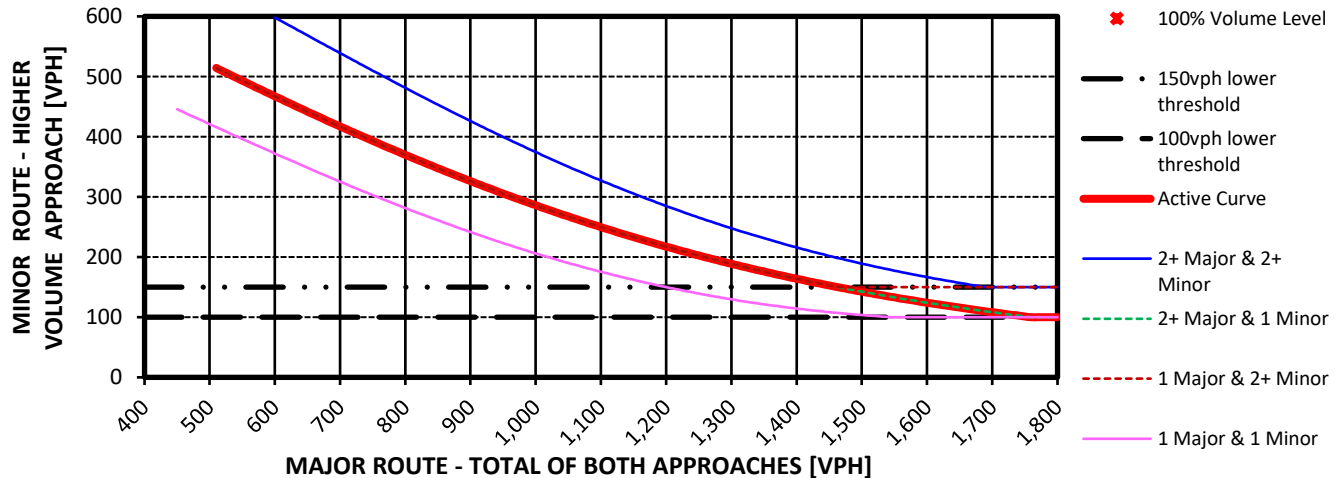
Unusual case(s) justifying this Warrant:

Test Scenario

Applicable: ☒ Yes ☐ No  
Satisfied: ☒ Yes ☐ No

| Peak Hour Data |             |             |
|----------------|-------------|-------------|
| Peak Hour      | Major Route | Minor Route |
| 5-6PM          | 3,536       | 377         |

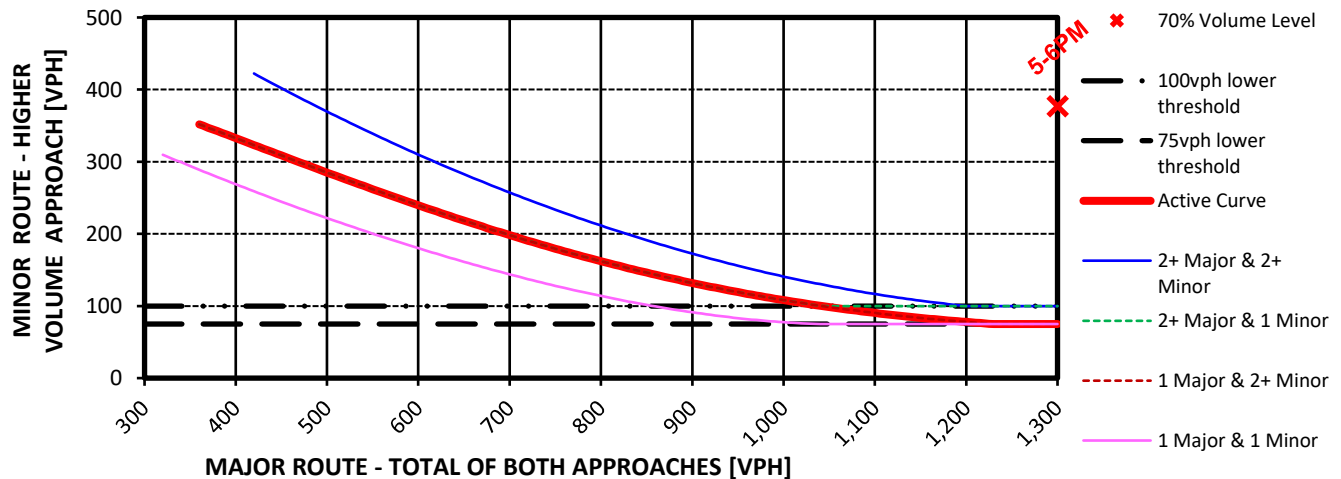
FIGURE W-3: Criteria for "100%" Volume Level



\* Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.

FIGURE W-3: Criteria for "70%" Volume Level

(Community less-than 10,000 population or speeds greater-than 70 km/hr [40 mph] on Major Street)



\* Note: 100 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor route approach with one lane.

| DELAY CRITERIA | 1. Delay on Minor Approach (vehicle-hours) |     |       |    | 2. Volume on Minor Approach (veh/hr) |     |       |    | 3. Total Entering Volume (veh/hr) |     |                 |    |
|----------------|--------------------------------------------|-----|-------|----|--------------------------------------|-----|-------|----|-----------------------------------|-----|-----------------|----|
|                | Approaches                                 |     | Lanes |    | Approaches                           |     | Lanes |    | Number of Approaches              |     | Volume Criteria |    |
|                | 1                                          |     | 2     |    | 1                                    |     | 2     |    | 3                                 |     | 4 or more       |    |
|                | Delay Criteria: 4.0                        |     | 5.0   |    | Volume Criteria: 100                 |     | 150   |    | No. of Approaches: 3              |     | 650             |    |
|                | Delay:                                     |     |       |    | Volume:                              |     |       |    | Volume:                           |     |                 |    |
|                | Fullfilled?                                | Yes | X     | NO | Fullfilled?                          | Yes | X     | NO | Fullfilled?                       | Yes | X               | NO |

# TRAFFIC SIGNAL WARRANTS

City/Town: **Yorktown**  
 County: **Westchester**  
 Division:  
 Data Date: **5/23/2023**

Analysis Performed By: **SL**  
 Date Analysis Performed: **12/11/2024**  
 Project Number if Applicable: **220311**  
 Weather Conditions: **PROPOSED - LEFT TURN MINOR**

Major Route: **US Route 6 WB**  
 Minor Route: **E Main Street EBL**

Appr. Lanes: **3** Critical Approach Speed (mph): **45**  
 Appr. Lanes: **1**

## Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☒ Yes ☐ No
  2. Is the intersection in a built-up area or isolated community of <10,000 population? ☐ Yes ☐ No
- If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☒ 70% ☐ 100%

## WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.

Satisfied: ☒ Yes ☐ No

Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied, given adequate trials of other remedial measures have been tried.

Adequate trial(s) of other remedial measures tried:

☐ Yes ☒ No

List Remedial Measures Tried (Required for 80% Combination of A & B)

### Condition A - Minimum Vehicular Volume & Condition B - Interruption of Continuous Traffic

100% Satisfied: ☒ Yes ☐ No

(Used if neither Condition A or B is satisfied) 80% Satisfied: ☐ Yes ☐ No

|        |      | (volumes in veh/hr)              | Minimum Requirements |     |           |     | Eight Highest Hours |         |          |         |         |         |         |         |  |  |  |  |
|--------|------|----------------------------------|----------------------|-----|-----------|-----|---------------------|---------|----------|---------|---------|---------|---------|---------|--|--|--|--|
|        |      | Approach Lanes                   | 1                    |     | 2 or more |     | 7AM-8AM             | 8AM-9AM | 12PM-1PM | 2PM-3PM | 3PM-4PM | 4PM-5PM | 5PM-6PM | 6PM-7PM |  |  |  |  |
|        |      | Volume Level                     | 100%                 | 70% | 100%      | 70% |                     |         |          |         |         |         |         |         |  |  |  |  |
| W - 1A | 100% | Both Approaches on Major Street  | 500                  | 350 | 600       | 420 | 1,147               | 1,172   | 1,118    | 1,138   | 1,166   | 1,306   | 1,331   | 1,149   |  |  |  |  |
|        |      | Highest Approach on Minor Street | 150                  | 105 | 200       | 140 | 345                 | 324     | 323      | 444     | 590     | 619     | 613     | 538     |  |  |  |  |
| W - 1B | 100% | (volumes in veh/hr)              | Minimum Requirements |     |           |     | 7AM-8AM             | 8AM-9AM | 12PM-1PM | 2PM-3PM | 3PM-4PM | 4PM-5PM | 5PM-6PM | 6PM-7PM |  |  |  |  |
|        |      | Approach Lanes                   | 1                    |     | 2 or more |     |                     |         |          |         |         |         |         |         |  |  |  |  |
|        |      | Volume Level                     | 100%                 | 70% | 100%      | 70% |                     |         |          |         |         |         |         |         |  |  |  |  |
|        |      | Both Approaches on Major Street  | 750                  | 525 | 900       | 630 | 1,147               | 1,172   | 1,118    | 1,138   | 1,166   | 1,306   | 1,331   | 1,149   |  |  |  |  |
|        |      | Highest Approach on Minor Street | 75                   | 53  | 100       | 70  | 345                 | 324     | 323      | 444     | 590     | 619     | 613     | 538     |  |  |  |  |
| W - 1A | 80%  | (volumes in veh/hr)              | Minimum Requirements |     |           |     | 7AM-8AM             | 8AM-9AM | 12PM-1PM | 2PM-3PM | 3PM-4PM | 4PM-5PM | 5PM-6PM | 6PM-7PM |  |  |  |  |
|        |      | Approach Lanes                   | 1                    |     | 2 or more |     |                     |         |          |         |         |         |         |         |  |  |  |  |
|        |      | Volume Level                     | 100%                 | 70% | 100%      | 70% |                     |         |          |         |         |         |         |         |  |  |  |  |
|        |      | Both Approaches on Major Street  | 400                  | 280 | 480       | 336 | 1,147               | 1,172   | 1,118    | 1,138   | 1,166   | 1,306   | 1,331   | 1,149   |  |  |  |  |
|        |      | Highest Approach on Minor Street | 120                  | 84  | 160       | 112 | 345                 | 324     | 323      | 444     | 590     | 619     | 613     | 538     |  |  |  |  |
| W - 1B | 80%  | (volumes in veh/hr)              | Minimum Requirements |     |           |     | 7AM-8AM             | 8AM-9AM | 12PM-1PM | 2PM-3PM | 3PM-4PM | 4PM-5PM | 5PM-6PM | 6PM-7PM |  |  |  |  |
|        |      | Approach Lanes                   | 1                    |     | 2 or more |     |                     |         |          |         |         |         |         |         |  |  |  |  |
|        |      | Volume Level                     | 100%                 | 70% | 100%      | 70% |                     |         |          |         |         |         |         |         |  |  |  |  |
|        |      | Both Approaches on Major Street  | 600                  | 420 | 720       | 504 | 1,147               | 1,172   | 1,118    | 1,138   | 1,166   | 1,306   | 1,331   | 1,149   |  |  |  |  |
|        |      | Highest Approach on Minor Street | 60                   | 42  | 80        | 56  | 345                 | 324     | 323      | 444     | 590     | 619     | 613     | 538     |  |  |  |  |

# TRAFFIC SIGNAL WARRANTS

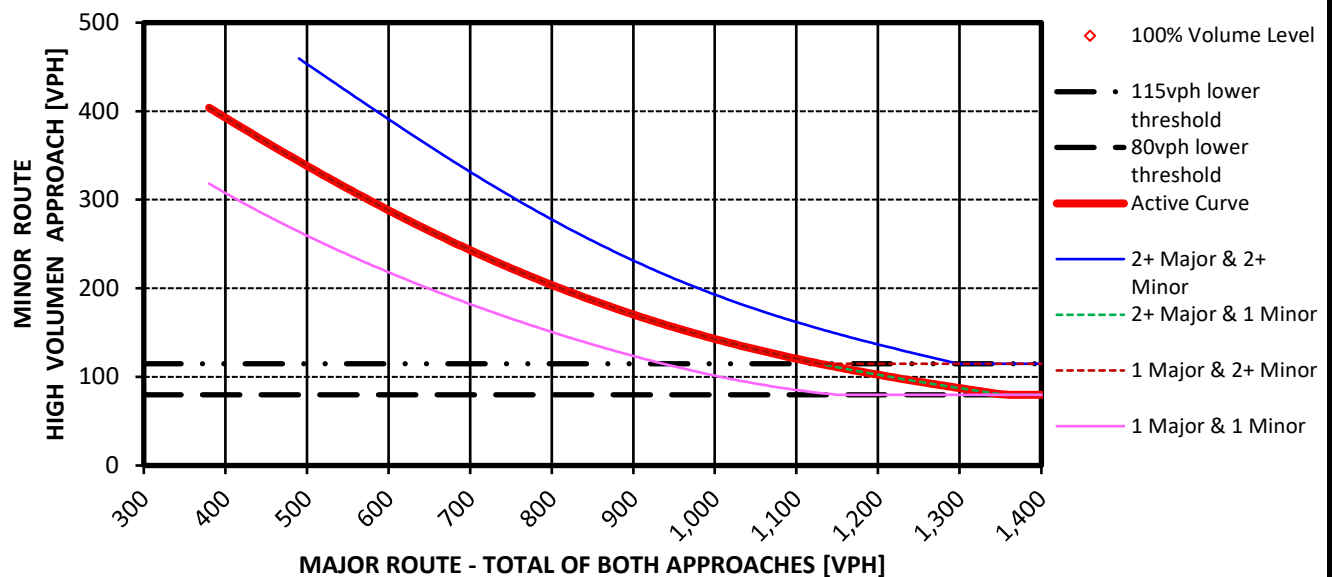
## WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

Satisfied: ☒ Yes ☐ No

If all four points lie above the appropriate line, then this warrant is satisfied.

| (Volumes in veh/hr)                    | Four Highest Hours |         |         |         |
|----------------------------------------|--------------------|---------|---------|---------|
|                                        | 3PM-4PM            | 4PM-5PM | 5PM-6PM | 6PM-7PM |
| SUM of Both Approaches on Major Street | 1,166              | 1,306   | 1,331   | 1,149   |
| Highest Minor Street Approach          | 590                | 619     | 613     | 538     |

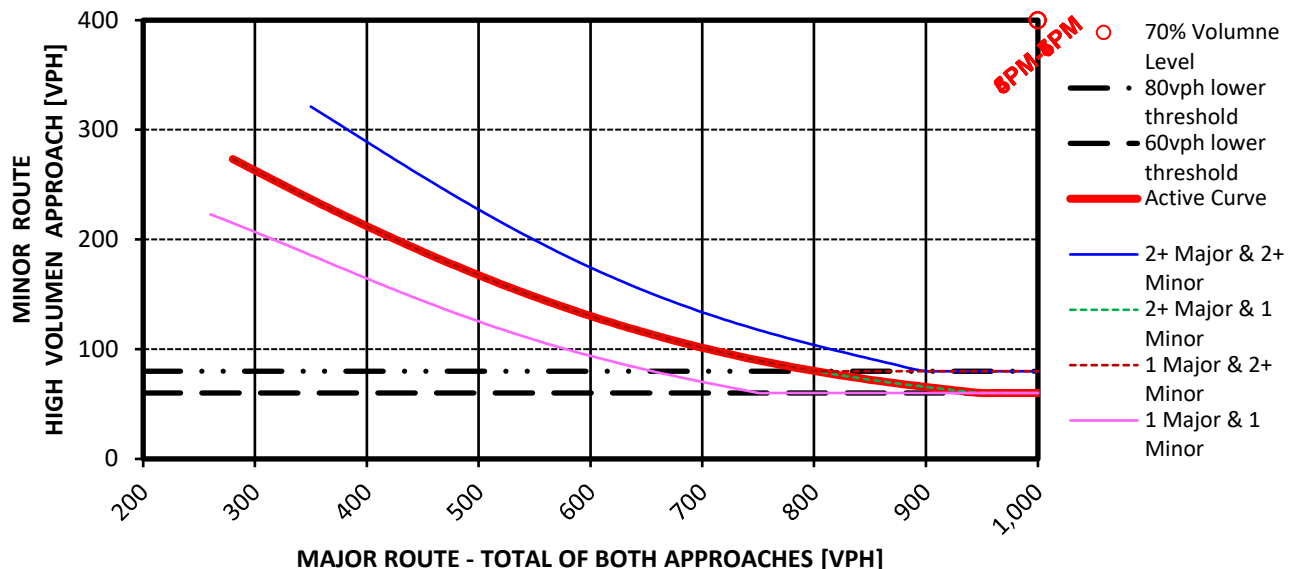
**FIGURE W-2: Criteria for "100%" Volume Level**



\* Note: 115 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor route approach with one lane.

**FIGURE W-2: Criteria for "70%" Volume Level**

(Community less-than 10,000 population or speeds greater-than 70 km/hr [40 mph] on Major Street)



\* Note: 80 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor route approach with one lane.

# TRAFFIC SIGNAL WARRANTS

## WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time period.

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

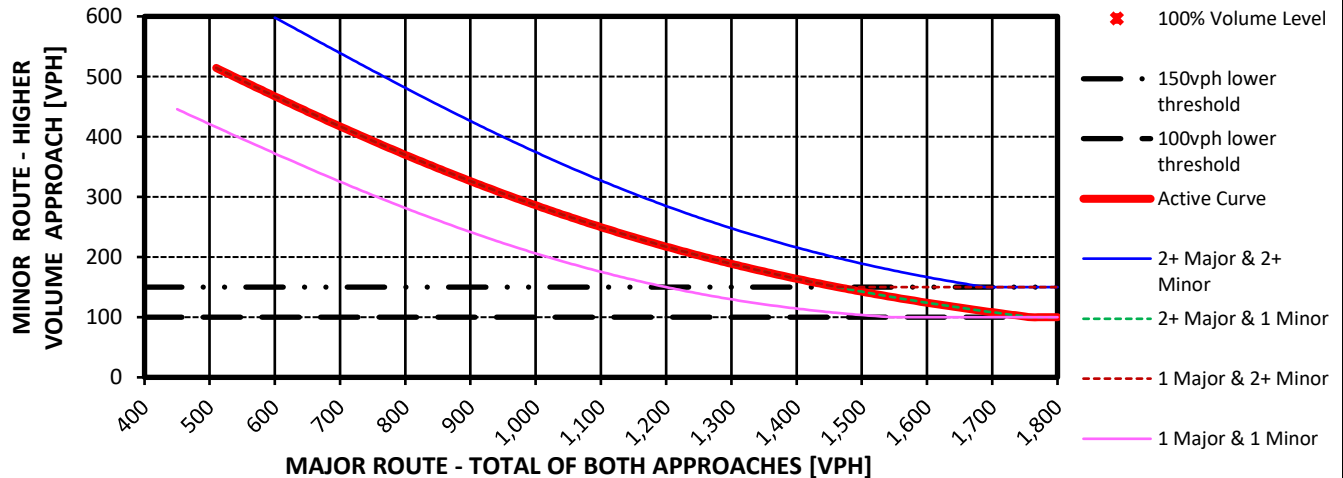
Unusual case(s) justifying this Warrant:

Test Scenario

Applicable: ☒ Yes ☐ No  
Satisfied: ☒ Yes ☐ No

| Peak Hour Data |             |             |
|----------------|-------------|-------------|
| Peak Hour      | Major Route | Minor Route |
| 5-6PM          | 1,331       | 613         |

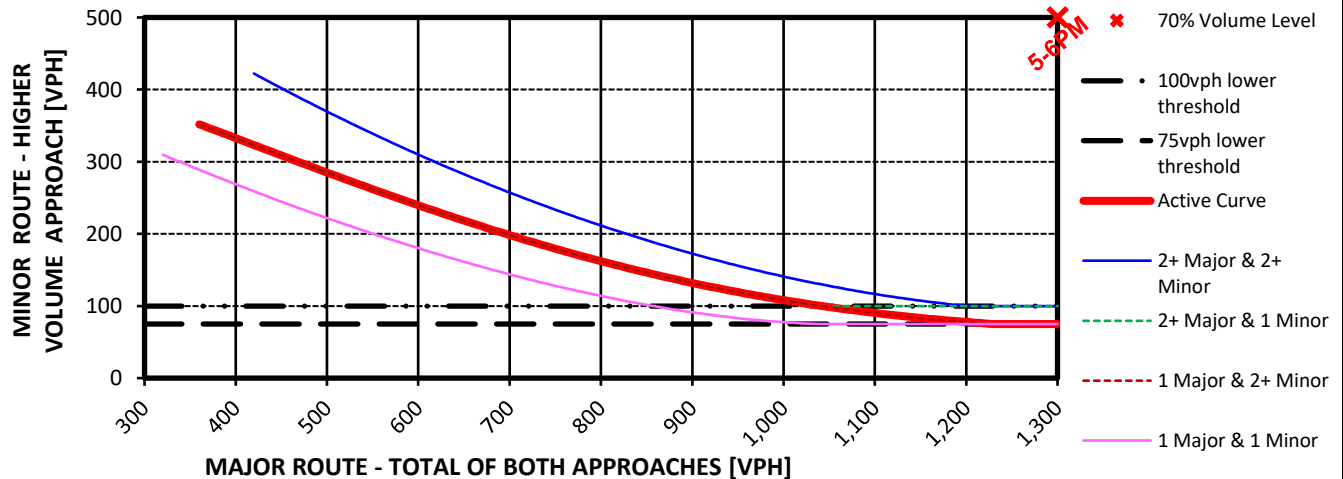
FIGURE W-3: Criteria for "100%" Volume Level



\* Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.

FIGURE W-3: Criteria for "70%" Volume Level

(Community less-than 10,000 population or speeds greater-than 70 km/hr [40 mph] on Major Street)



\* Note: 100 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor route approach with one lane.

| DELAY CRITERIA | 1. Delay on Minor Approach (vehicle-hours) |  |       |  | 2. Volume on Minor Approach (veh/hr) |  |       |  | 3. Total Entering Volume (veh/hr) |  |                 |  |
|----------------|--------------------------------------------|--|-------|--|--------------------------------------|--|-------|--|-----------------------------------|--|-----------------|--|
|                | Approaches                                 |  | Lanes |  | Approaches                           |  | Lanes |  | Number of Approaches              |  | X               |  |
|                | Delay Criteria:                            |  | 4.0   |  | Volume Criteria                      |  | 100   |  | 3                                 |  | 4 or more       |  |
|                | Delay:                                     |  | 5.0   |  | Volume:                              |  | 150   |  | No. of Approaches                 |  | Volume Criteria |  |
|                | Fullfilled?                                |  | Yes   |  | Fullfilled?                          |  | Yes   |  | 650                               |  | 800             |  |
|                | X                                          |  | NO    |  | X                                    |  | NO    |  | X                                 |  | NO              |  |

ITE Guidelines for Determining Traffic Signal Change and Clearance Intervals

3.4 Formula for Calculating Change and Clearance Intervals

The kinematic equations for calculating the yellow change and red clearance intervals with the approach speed input in mph and a unit conversion factor applied are as follows:

$$Y = t + \frac{1.47V_{85}}{2a + 64.4g}$$
 (A)

$$R = \left[ \frac{W + L}{1.47V_{85}} \right] - t_s$$
 (B)

- Where:
- $V_{85}$  = 85th percentile approach speed (mph);
  - 1.47 = unit conversion factor to convert ft./sec. to mph;
  - $a$  = deceleration rate (ft./sec./sec.);
  - $g$  = approach percent grade, in percent divided by 100;
  - $W$  = width of intersection (ft.);
  - $L$  = length of vehicle (ft.); and
  - $t_s$  = conflicting movement start up delay (sec.).

FORMULAS

YELLOW     $t + [ (1.47V_{85}) / (2a + 64.4g) ]$   
RED         $[ (W + L) / (1.47V_{85}) ] - t_s$

| Thru movement constants/eqns |               |                  |
|------------------------------|---------------|------------------|
| t                            | 1 second      |                  |
| v85                          | SL + 7        | SL = speed limit |
| V85                          | 45 mph        |                  |
| a                            | 10 ft/sec/sec |                  |
| L                            | 20 ft         |                  |
| ts                           | 1 second      |                  |
| SL                           | 30 mph        |                  |
| *g measured in Google Earth  |               |                  |

| Left turn constants/eqns |               |                  |
|--------------------------|---------------|------------------|
| t                        | 0.6 second    |                  |
| v85                      | SL - 5        | SL = speed limit |
| V85                      | 40 mph        |                  |
| a                        | 10 ft/sec/sec |                  |
| L                        | 20 ft         |                  |
| ts                       | 1 second      |                  |

US Route 6 & E Main Street / E Main Street & Old Route 6 - Clearance Interval Calculations

| Intersection Number | Intersection Name           |
|---------------------|-----------------------------|
| 4                   | US Route 6 & E Main Street  |
| 5                   | E Main Street & Old Route 6 |

Data

| Intersection | Approach | Thru Length | Left Turn Length | Grade |
|--------------|----------|-------------|------------------|-------|
| 4            | EB       | 87          | 109              | 0     |
| 4            | WB       | 100         | n/a              | 0     |
| 4            | NB       | 97          | n/a              | 0     |
| 4            | SB       | 105         | n/a              | 0     |
| 5            | EB       | 85          | n/a              | 0     |
| 5            | WB       | 84          | n/a              | 0     |
| 5            | NB       | n/a         | 58               | 0     |

Clearance Intervals

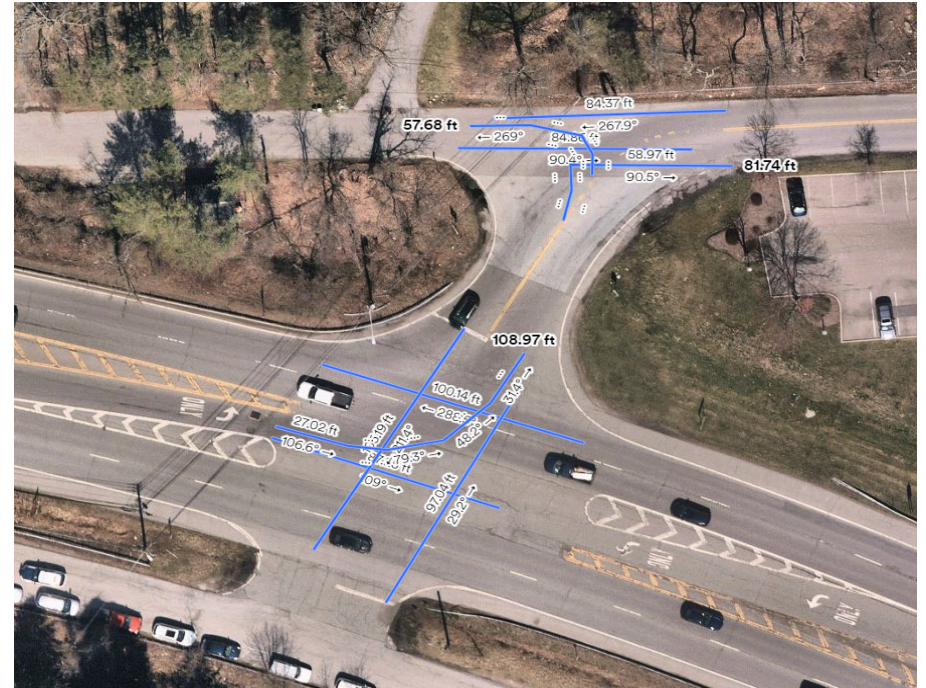
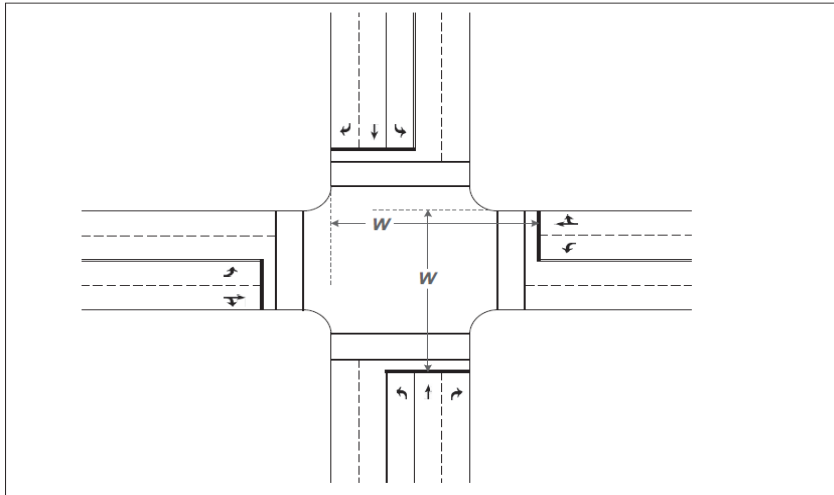
| Intersection | Approach | YELLOW         |                     | RED            |                     |
|--------------|----------|----------------|---------------------|----------------|---------------------|
|              |          | Thru Clearance | Left Turn Clearance | Thru Clearance | Left Turn Clearance |
| 4            | EB       | 4              | 4                   | 1              | 1                   |
| 4            | WB       | 4              | -                   | 1              | -                   |
| 4            | NB       | 4              | -                   | 1              | -                   |
| 4            | SB       | 4              | -                   | 1              | -                   |
| 5            | EB       | 4              | -                   | 1              | -                   |
| 5            | WB       | 4              | -                   | 1              | -                   |
| 5            | NB       | -              | 4                   | -              | 1                   |

Check against clearance intervals at US Route 6 & Taconic Northbound Ramps intersection

|                  |           |    |
|------------------|-----------|----|
| Yellow Clearance | 4 seconds | OK |
| Red Clearance    | 1 second  | OK |



**Figure 2.2: Diagram of Intersection Width for Through Movements**



**Figure 2.3: Diagram of Left-Turn Movement Path**

